

Leatherneck

MAY 1957

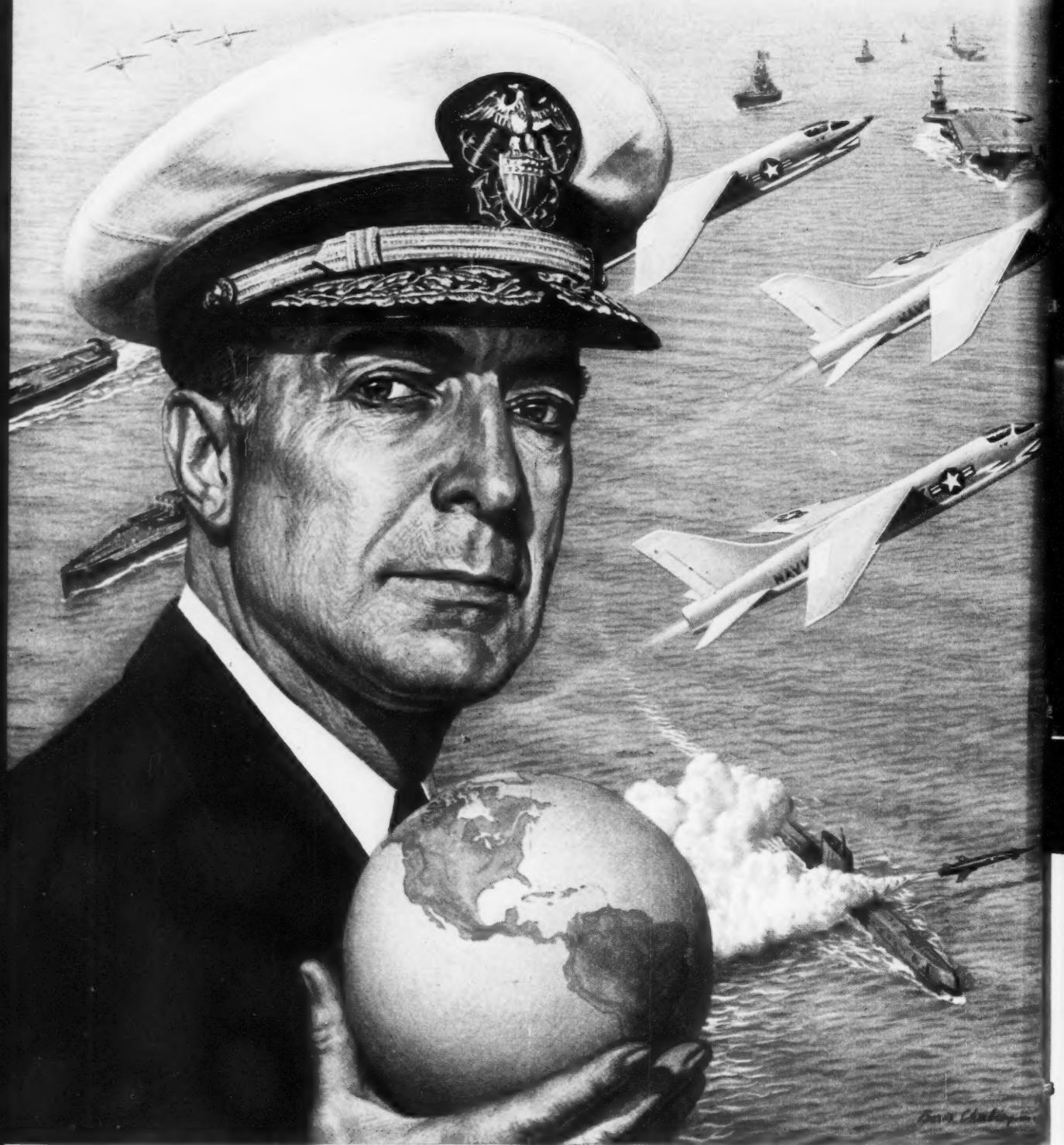
MAGAZINE OF THE MARINES

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MARINE
AVIATION



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Today's Navy...power for peace

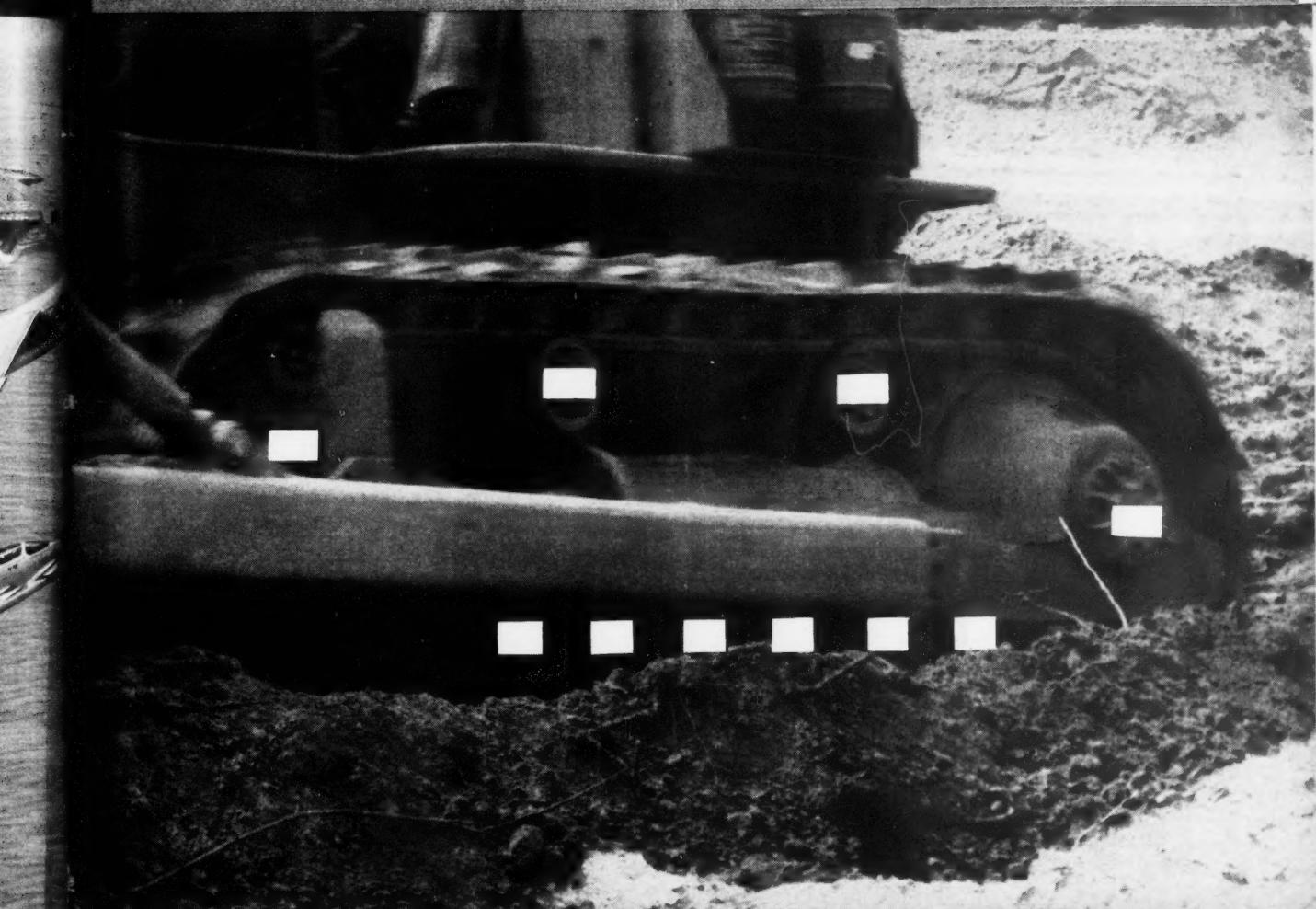
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245 HOURS EVERY YEAR!		

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Engineering in Action

IN THIS

Leatherneck

VOLUME XL, NUMBER 5

MAY, 1957

ARTICLES

The 1st Marine Brigade	18
Flight Indoctrination	26
Save Your Chute!	38
Aviation Fundamentals School	44
Advanced Courses	48
Test Center	60
MOREST	64
Brooklyn Air Reservists	68
Crash Crew	74
Sky Diver	80
Thetis Bay, Jr.	100

POST OF THE CORPS

Cherry Point	30
--------------------	----

FICTION

Number 19	56
-----------------	----

SPORTS

Sport Shorts	101
--------------------	-----

FEATURES

Sound Off	4
Behind The Lines	10
Corps Quiz	12
Mail Call	14
Division Reunions—1957	16
A Message From The Director Of Marine Aviation	17
Leatherneck Laffs	42
Corps Album	52
Leatherneck Salutes	54
We—The Marines	86
Crazy Captions	89
If I Were Commandant	90
In Reserve	92
Once A Marine	94
Bulletin Board	97
Transfers	102
The Old Gunnys Says	107
Gyrene Gyngles	112

Leatherneck



THIS MONTH'S COVER

The helmeted, pressure-suited figure on this month's cover appears to be a "Man from Mars." Actually, he's Major Roy C. Gray, Jr., preparing to climb aboard Chance-Vought's "Crusader" for a test flight. Major Gray is a test pilot at the Naval Air Test Center, Patuxent River, Md., where the F8U is undergoing trials. The photograph was taken by Technical Sergeant Charles B. Tyler, Leatherneck Staff Photographer.

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Send **OLD** address with new, enclosing if possible your address label. The Post Office will not forward copies unless you forward extra postage. Duplicate copies cannot be sent.

Cheer up! There's always Coke!



SIGN OF GOOD TASTE





Edited by MSgt. Donald F. Ball

CREDIT FOR RESERVE TIME

Dear Sir:

A Deputy Disbursing Officer informed me that a person having 26 years of active service may count any Marine Corps Reserve service for retirement purposes. However, the Disbursing Office couldn't tell me the applicable directive or reference. What is it?

My Reserve time, June, 1930, to June, 1934, was in that class of Reserve which required only the giving of notice upon change of address and paid \$25.00 annually. If a directive exists, does this service come within its provisions?

MSgt. Lincoln S. Littrell
SMS-1, MCAS,
El Toro (Santa Ana), Calif.

● *Separation and Retirement Branch, HQMC, gave us this information about retirement provisions, both generally and with regard to your particular case.*

"Service performed in an inactive status in the Marine Corps Reserve is not creditable toward 30-year retirement as outlined in paragraph 10400 of the Marine Corps Manual. However, MSgt. Littrell may transfer to the Fleet Marine Corps Reserve and at such time as his combined active and inactive service total 30 years, he will be placed on the retired list without application. (MCM 10402).

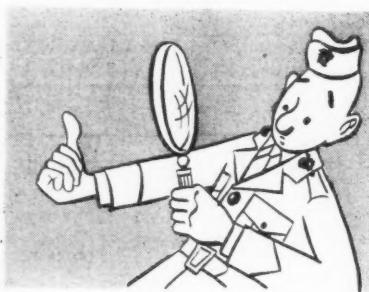
"If at the time of transfer to the FMCR he has a combined total of 30 years active and inactive service, he would remain in the FMCR for a period of one month and would then be placed on the retired list of enlisted men.

"It must be remembered, however, that active service only is used as a multiplier for the purpose of computing retirement or retainer pay. The inactive service is credited only for the purpose of computing basic pay. Here are some examples:

"A master sergeant with 22 years active service and five years of inactive service upon transfer to the FMCR would have his retainer pay computed in this manner: $2\frac{1}{2}\% \times \text{Basic Pay} \times \text{Years of Active Service} = \text{Retainer Pay}$ or $2\frac{1}{2}\% \times \$335.40 \times 22 = \184.47

"A master sergeant with 22 years active service without any inactive service upon transfer to the FMCR would have his retainer pay computed in this manner: $2\frac{1}{2}\% \times \text{Basic Pay} \times \text{Years of Active Service} = \text{Retainer Pay}$ or $2\frac{1}{2}\% \times \$319.80 \times 22 = \175.89

"Computation of retainer pay of a master sergeant with service as outlined by MSgt. Littrell would be as follows: $2\frac{1}{2}\% \times \$335.40 \times 26 = \218.01 ."—Ed.



FINGERPRINT EXPERT

Dear Sir:

For about five years now I've been studying law and criminal investigation. I've been studying fingerprinting for almost two years and have a diploma from the Alabama School of Fingerprinting. I am continuing my studies in criminal investigation at the Institute of Applied Science.

Is there any position for a fingerprint expert in the Marine Corps? I understand that to get an MOS as a criminal investigator I must be between

a sergeant and a master sergeant. But I am mainly interested in being a fingerprint specialist.

How can I get into such a field? If I were in this fingerprinting field, I think I'd stay in and make the Marine Corps my career.

Pvt. Thomas A. Harris
MB, Naval Station,
Navy No. 961
c/o FPO, San Francisco, Calif.

● *Classification Unit, HQMC, said this:*

"The Marine Corps has no billets that require the full time services of a Marine skilled in fingerprinting procedures only. However, personnel possessing the MOS 0111 (Investigator) are required to have knowledge of taking and lifting fingerprints, which is only one phase of the qualification requirements for MOS 0111.

"In order to be considered for this type of assignment, depending upon your present primary MOS, a request should be submitted for retraining for MOS 0111. Or you should submit an application for assignment to a formal course of instruction in an intelligence school as offered in current Marine Corps directives."—Ed.

CWO RETIREMENT

Dear Sir:

I first enlisted in the Marine Corps on February 13, 1931. I was discharged on February 12, 1939, and then joined the then Class IIIb Reserves. I was ordered to active duty on October 6, 1940.

Since that date I have remained in the Regular Marine Corps and hold the permanent rank of Chief Warrant Officer (W-3).

My question is may I count that Reserve time in figuring out my retainer pay when I elect to be retired, or do I have to make that up for the purposes of pay?

If I do not have to make up this time, then I should be able to retire with $2\frac{1}{2}\%$ times basic pay for over 26 years service times 26 years.

CWO George T. Edwards
MARTD, MARTC, NAS,
Lincoln, Neb.

● *MCO 1800.1A states the following regarding the retired pay computation for any warrant officer having completed not less than 20 years of active federal service.*

"Pay: $2\frac{1}{2}\%$ times the number of years (creditable for basic pay purposes) times the applicable basic pay for grade in which retired."

Therefore, your contention in your last paragraph would be a correct assumption.—Ed.

(CONTINUED ON PAGE 6)

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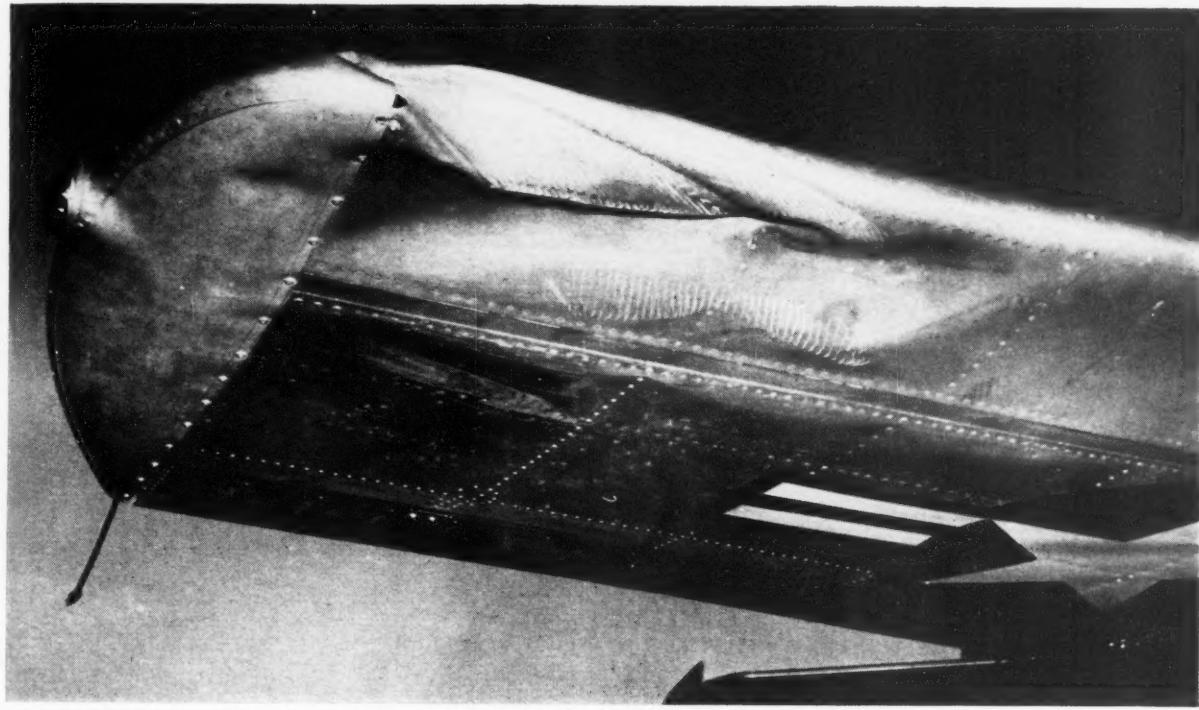
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the PLUS factor

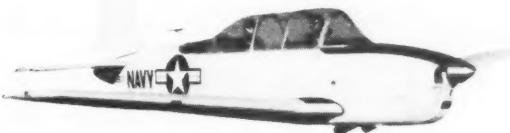
All *Beechcraft* airplanes are designed and built to possess *more strength* than is required by government regulations. *Beechcrafts* have a *plus factor* which is intended to provide long life for the airplanes and extra safety for their occupants.

The photograph above shows the right wing of a T-34 (Mentor) *Beechcraft* after it hit an aerial cable in a canyon at full cruising speed. The cable did not break, but almost stopped the *Beechcraft* and spun it around, 350 feet above the canyon

floor. The skill of the military pilot was so great that he was able to regain flying speed and control before reaching the canyon floor. The T-34 *Beechcraft* trainer was flown back to its base and made a normal landing. Examination showed that damage was confined to the superficial contusions and abrasions shown in the photograph.

This is another example of the *plus factor* in *Beechcraft* construction.

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WAC ON THE WAY 319 B.C.



"Was it worth it?" pondered Barbara, the barbarian WAC, pausing in her trudge back to camp after a fun-filled furlough. The WAC of today and her G. I. brothers don't let tiresome surface travel spoil their furlough pleasures. Instead, they choose one of the dependable Scheduled Airlines listed here—to speed them to their destination in restful comfort—and at reasonable cost. Furlough time flies—why don't *you*?

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TRANS WORLD AIRLINES
UNITED AIR LINES
WEST COAST AIRLINES
WESTERN AIR LINES
WIEN ALASKA AIRLINES

SOUND OFF

[continued from page 4]

STRAIGHT-PULL DOPE

Dear Sir:

In the November, 1956, issue of *Leatherneck*, Mr. Hershell Dean of Dallas, Texas, asks what type of rifle was used by the Marine Drill Team pictured in last June's issue.

This is definitely not the Krag-Jorgensen but is the Lee "Straight-Pull" Rifle used by Marines in the Cuban campaign.

The ammunition for the Krag was carried in a white web belt with 45 double cartridge loops (90 rounds). The belt worn by the Marines in the photo is the type used for ammunition packed in clips.

The Krag had a box-like magazine on the left side which held five cartridges (another could be carried in the chamber) and ejected the fired cartridge from the top. A knife-type bayonet was used, but it was much longer than the one pictured.

W. E. G.

Ex-Apprentice (Music Boy)

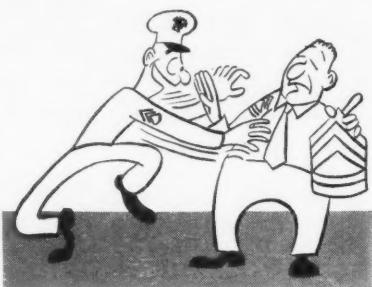
Vintage 1904 who has two grandsons who were noncoms in the First Marine Division in

Korea

5208 Pernod Ave.,

St. Louis, Mo.

● We've already straightened out the "Straight-Pull" question in the February Sound Off Column, but we're printing your letter because of the first-hand description of the two rifles in question.—Ed.



COMMOTION ABOUT PROMOTION

Dear Sir:

Under the title "USMC-USMCR-USAR-USMC" in the Sound Off Column in the January *Leatherneck* is listed similar circumstances to mine. My first sergeant says no, as I came back as a sergeant and not as a Staff NCO. I hope you can answer this as a few Staff NCO's who were on recruiting agree with me.

(CONTINUED ON PAGE 9)



A PLOT OF AIR HISTORY

The U.S. Navy tracks aircraft on a transparent board as radar reports their positions. Plot the most famous Navy and Marine fighter planes as reported by history, and Grumman aircraft fill the board.

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SOUND OFF

[continued from page 6]

I first enlisted in the Marine Corps in December, 1948, and was discharged in September, 1952. I made staff in June, 1952.

In May, 1953 I joined an Organized Reserve Unit as a staff sergeant, taking my tests for technical sergeant in May, 1955. Then I signed up again in the Regular Marine Corps at the recruiting office in Trenton, N.J. with the rank of sergeant. In November, 1955, I made staff sergeant back.

My question is how do I stand now in regard to time in grade and previously passed promotion tests?

SSgt. Richard A. Scheese
G-3-12

First Marine Brigade, FMF,
c/o FPO, San Francisco, Calif.

• Enlisted Section, Promotion Branch, HQMC, said this about your case:

"The E-6 level promotion tests previously passed by SSgt. Scheese are no longer valid since he has not served continuously in the grade in which administered. MCM 9353.7 applies.

"SSgt. Scheese has a total of three months and three days prior active service as a staff sergeant which may be included when his eligibility for testing at the E-6 level is being determined. The balance of his prior service as a staff sergeant was performed as a member of the Inactive Reserve and cannot be included when determining his testing eligibility during his current enlistment. MCM 9354.1a applies."—Ed.



"TOTE THAT LOAD"

Dear Sir:

The story, "Combat Load," in the January Leatherneck showed various Marines with their loads, the weight of their equipment, of their weapons, etc.

Well, you neglected to mention the backbone of any fighting outfit—the

communications men. Take, for example, a wireman with a DR4 of wire which weighs 86 pounds, or two or three DR8's which weigh about 30 pounds apiece. Now that's a load.

In addition, the wireman may have to pack a pair of gaffs (tree climbers) which are not only heavy but clumsy to pack. And unlike a 2531 (radio-man), he also has to carry an M-1.

So when depicting hard-working Marines, please don't forget the comm men.

Pfc Joseph Long
H&S-1-8

Second Marine Division, FMF,
Camp Lejeune, N.C.

• No one neglected the hard-working comm men. The only load-figures the writer, TSgt. Mainard, was given were those of the various jobs in rifle units.

The Marine Corps is just as interested in cutting down the weight of comm gear as other equipment. Of course, comm personnel and the gear they carry are vital to successful combat operations. But, would you want to trade with an 81-mm. mortarman?

—Ed.

WANTS A COMMISSION

Dear Sir:

I'm a former Marine, discharged in
(CONTINUED ON PAGE 11)

TED KLUSZEWSKI TELLS HOW HE BELTS 'EM OUT ...AND how to get refreshing, clean shaves that make you look and feel your best!

• "I hold my bat head-high, and bend slightly at the waist...take an eighteen-inch stride and three-quarter swing, keeping my wrists firm. I depend on strength and timing to get distance."



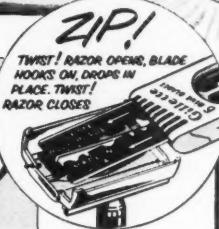
YOU BET I SHAVE WITH A
GILLETTE BLADE IN A GILLETTE
RAZOR. IT'S THE ONLY WAY
TO GET A DECENT SHAVE!

Ted Kluszewski

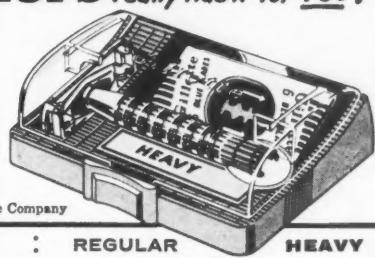


Wash face to remove oil, soften beard. Apply cream. Shave with diagonal strokes, using the Gillette Razor that matches your face.

Choose the razor that matches your face! 1 of the 3
SUPER-SPEED
Gillette Razors really has it for YOU!



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...in blue case, is
especially made for
men with lighter
skin and beard.

REGULAR
...in buff case, for
men with average
combination of
skin and beard.

HEAVY
...in maroon case,
for men with heavy,
dense, hard-to-
shave beards.



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SHAVES THAT LOOK AND FEEL LIKE
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Behind the Lines ...

THE 112-PAGE MAGAZINE you're holding salutes Marine Aviation on its 45th Anniversary. It's the largest copy of *Leatherneck* we've ever put out and we're happy that it honors the thousands of men whose importance in the Corps has reached its highest peak with the recently accepted New Doctrine of warfare.

Among the approximately 75,000 words of text on these pages the reader will find a liberal use of the abbreviations for Marine Aviation Units. In our articles we usually make it a point to spell out the entire name of an outfit the first time it is mentioned, after which we use the abbreviation in other references. However, we believe that a complete compilation of these abbreviations and their meanings will be of interest to most readers. Here they are:

AirFMFLant	Aircraft, Fleet Marine Force, Atlantic
AirFMFPac	Aircraft, Fleet Marine Force, Pacific
VMAT	Marine Attack Training Squadron
VMFT	Marine Fighter Training Squadron
VMFT(AW)	Marine All-Weather Fighter Training Squadron
VMIT	Marine Instrument Training Squadron
MAW	Marine Aircraft Wing (Example: 1st MAW)
MWHD	Marine Wing Headquarters Group (to differentiate—add 1st MAW, 2nd MAW or 3rd MAW)
H&HS, MWHD	Headquarters and Headquarters Squadron, Marine Wing Headquarters Group (to differentiate—add 1st MAW, 2nd MAW, or 3rd MAW)
VMCJ	Marine Composite Reconnaissance Squadron
VMO	Marine Observation Squadron
MASS	Marine Air Support Squadron
MACS	Marine Air Control Squadron
MAG	Marine Aircraft Group
H&MS	Headquarters and Maintenance Squadron
MABS	Marine Air Base Squadron
MATCU	Marine Air Traffic Control Unit
VMA	Marine Attack Squadron
VMF	Marine Fighter Squadron
VMF(AW)	Marine All-weather Fighter Squadron
VMC	Marine Composite Squadron
VMJ	Marine Photographic Squadron
MAG(HR)(L) or (M)	Marine Helicopter Transport Group (L) Light (M) Medium
HMR (L) or (M)	Marine Helicopter Transport Squadron (Light) (M) Medium
MAG(VR)	Marine Aircraft Transport Group
VMR	Marine Transport Squadron
MWSG	Marine Wing Service Group
H&HS	Headquarters and Headquarters Squadron
MARS	Marine Aircraft Repair Squadron
SOES	Station Operations and Engineering Squadron
HS	Headquarters Squadron
WMD	Women Marine Detachment (differentiate by adding appropriate number)
O&R	Overhaul and Repair Squadron (MCAS Cherry Point only)
AES	Aircraft Engineering Squadron (AES-12, MCAS Quantico only one in USMC)
HMX	Marine Helicopter Squadron (HMX-1, MCAS Quantico only one in USMC)
MCAS	Marine Corps Air Station
MCAB	Marine Corps Air Bases (Major command—Marine Corps Air Bases, Cherry Point currently is the only one of this type)
MCAAS	Marine Corps Auxiliary Air Station
MCAF	Marine Corps Air Facility
MCALF	Marine Corps Auxiliary Landing Field
OLF	Out Lying Field

Karl A. Simon
MANAGING EDITOR

SOUND OFF

[continued from page 9]

May, 1955, as a corporal with MOS 6761, Naval Aviation Observer (Navigator).

Since my discharge, I have married and have one child. I am 23 years old.

My questions are these:

1. Am I eligible for the Platoon Leaders Class?

2. If I am eligible and receive my diploma and commission when I'm 27, will I be eligible for pilot training?

3. If eligible for PLC, but not for pilot training, would it be possible for me to get into MOS 6761 (Navigation) as a commissioned officer?

4. Would I, because of my age, be unable to get an appointment as a Regular officer?

5. If as a Reserve officer I decided to resign my commission and enlist, what enlisted rank would I receive?

6. Can I receive a Reserve commission, and not be required to serve on active duty?

Mr. Thomas A. Gribble
P.O. Box 494

Molalla, Oregon

● Officer Procurement Branch, HQ-MC, answered your questions as follows:

"1. To qualify for the Platoon Leaders Class, or Platoon Leaders Class (Aviation), a student must be a freshman, sophomore or junior in an accredited college or university majoring in a subject other than medicine, dentistry, veterinary medicine, music, art, theology or pharmacy.

"He must be at least 17 years of age at the time of enrollment in the PLC and less than 26 years on July 1 of the year in which he will be graduated with a degree and commissioned.

"2. No.

"3. If he will be 27 upon graduation, he is neither eligible for PLC nor flight training.

"4. Under the stated circumstances, yes.

"5. Would be determined on basis of individual merit by a board of officers at HQMC Promotion Branch, and dependent upon amount of training, fitness reports, etc., involved in each individual case.

"6. No."—Ed.

SHIPBOARD AWARD

Dear Sir:

I served with the First Marine Division in Korea during 1952. I left Korea in August, 1952, aboard the USS Gen-

eral Pope. I'm not sure, but I believe the Pope sailed from Korea on August 11, 1952.

My question: Do the personnel being rotated who sailed aboard the Pope rate the Navy Unit Commendation which was authorized for service with the First Marine Division from August 11, 1952 to May 5, 1953?

SSgt. Roger J. Shields
Marine Corps Information Office
110 E. 45th St.,
New York 17, N.Y.

● Looks as though you "missed the boat" as far as being awarded the NUC is concerned.

Decorations and Medals Branch, HQMC, says that "Only those personnel who were present and participated in the action for which the Navy Unit Commendation was awarded the First Marine Division for service in Korea August 11, 1952, to May 5, 1953, and July 7 to 27, 1953, are entitled to this award. Personnel aboard ship during this period are not entitled to the award."—Ed.

HEAD OF THE CLASS

Dear Sir:

I heard an Air Force master sergeant say the top 10% of the graduating class

(CONTINUED ON PAGE 13)

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Corps Quiz

May is traditionally "Aviation Month" in the Corps. Division of Aviation, Headquarters, Marine Corps, prepared this quiz:

1. The first Marine Corps aviator was _____.
 - (a) Bernard L. Smith
 - (b) Alfred A. Cunningham
 - (c) William McIlvain
2. _____ Marine Corps aviators won the Medal of Honor in WW II.
 - (a) Eight
 - (b) Eleven
 - (c) Fourteen
3. There were _____ Marine Corps "Aces" (five verified kills) in WW II.
 - (a) 120
 - (b) 143
 - (c) 97
4. The top Marine Corps "Ace" of WW II was _____.
 - (a) Joseph Foss
 - (b) Kenneth Walsh
 - (c) Gregory Boyington
5. A Marine Aircraft Group is comparable to a _____.
 - (a) company
 - (b) battalion
 - (c) regiment
6. A VMF(AW) squadron is _____.
 - (a) an air warning squadron
7. The Marine Corps is authorized _____ Aircraft Wings.
 - (a) two
 - (b) three
 - (c) four
8. Marine Corps Forward Air Controllers are _____.
 - (a) Marine enlisted men
 - (b) Marine ground officers
 - (c) Marine aviators
9. _____ Marine casualties were evacuated by helicopter during the Korean war.
 - (a) 9,815
 - (b) 12,306
 - (c) 15,918
10. The privilege of striking the first blow for the Marine Corps in the Korean conflict fell to _____.
 - (a) VMF-323
 - (b) VMF-214
 - (c) VMF-513

See answers on page 14. Score 10 points for each correct answer; 10 to 30 Fair; 40 to 60 Good; 70 to 80 Excellent; 90 to 100 Outstanding.

SOUND OFF

[continued from page 11]

from the Naval Academy and West Point were given the option of selecting any service they desired to serve in, that is, the Marine Corps, Navy, Army or Air Force.

Is this now or has it ever been the policy at West Point or the Naval Academy?

TSgt. Robert S. Russell, Jr.,
Marine Corps Recruiting Office,
Post Office Bldg.,
Eureka, Calif.

• The Regular Candidate Section, HQMC, gave us this information about appointment in the Marine Corps from the service academies.

"At the present time the Naval Academy is the only service academy to provide officers for the Marine Corps. Annually the Marine Corps is authorized to commission 10% of the Naval Academy graduating class less the 25% allotted to the Air Force. In actual numbers the Marine Corps annually receives approximately 55 to 60 second lieutenants from the Naval Academy.

"Preference for appointment is given to former Marines and sons of Marines. Subsequent to the preferential treatment given to these midshipmen with Marine Corps affiliation, the remaining vacancies are subject to a preference number system.

"Under this system the graduating class of the Naval Academy is divided into three groups: the upper, middle and lower third of the class. Midshipmen in each group draw numbers 'out of a hat' to determine their preference for the available assignments upon graduation. Those drawing the lowest numbers have the best chance of receiving the assignment they desire, including appointment in the Marine Corps.

"At the current time 10 USC 541 authorizes 12% of the population of each of the service academies to be appointed in the sister services. However, the authority of this law will not become effective until graduation of the first Air Force Academy class in 1958." —Ed.

FIVE STAR RANK

Dear Sir:

Is there any provision in the rank structure of any branch of the Armed Forces for a permanent five star flag officer?

Is this rank theoretically a war-time rank?

Are there any five star officers in the Navy today?

Sgt. G. P. Earnshaw
Supply School Co.,
Marine Corps Supply Schools,
Marine Corps Base,
Camp Lejeune, N. C.

• G-1, HQMC, gave this information regarding five star rank.

"There is no provision in the normal grade structure of any service for officers with five star rank. Five star rank is conferred upon individual officers by act of Congress, and once so conferred is permanent. As a related matter of interest, there is no provision for permanent three or four star rank, except for officers on the retired lists or by specific act of Congress in individual cases.

"In the past, five star rank has been conferred by Congress only upon officers who have held positions of great responsibility in time of war.

"There are five star officers on the active list today. Such officers may remain on the active list, available for whatever duties they may be called upon to perform, even when they do not have a specific assignment within the active military establishment. They may retire voluntarily, or for physical disability, but involuntary retirement laws are not applicable to officers holding five star rank.

"In the Navy, Fleet Admirals Leahy and Nimitz remain on the active list. Fleet Admiral Halsey has been retired for physical disability." —Ed.

A REAL TEETH-CHIPPER

Dear Sir:

I'm a regular reader of your Sound Off Column and believe you do a great job in airing gripes and helping solve or clear up problems and questions of snowed Marines. I now join the ranks of the teeth chippers and the snowed, and hope you can clear up a few things for me.

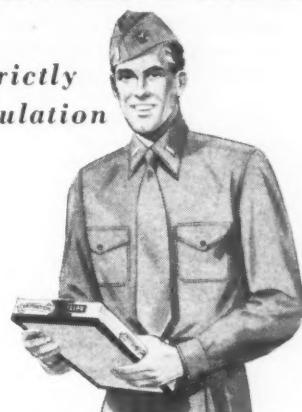
First, and I believe I'm asking this for many in the same boat, is there any way to find out why a Staff NCO was not promoted with others in the same field, with equal or lesser time in grade and service, and equal or less outstanding records? There certainly should be an audience granted Staff NCOs who believe they have been unjustly passed over. And I don't mean the form letter type of reply, but the real reason direct from records the promotion board should keep of who they passed and why. No doubt many or most such gripes are completely unjustified. However, there are many which are legitimate and the pass-over for no apparent reason causes bitterness and the feelin' of "I've had it."

(CONTINUED ON PAGE 15)

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Leatherneck receives many letters requesting information concerning members of the Marine Corps, and other branches of the service. Condensations of these letters are published in this column as a service to our readers.

To avoid errors, all names and addresses must be printed or typed.

Former Marine David D. Chew, Tower Rd., Bridgman, Mich., to hear from Marines stationed in Port Lyautey, French Morocco, during 1952-53 who are interested in a reunion. In particular, he would like to hear from Major Stanley DAVIS, Capt. BALZER, and Lt. Raymond BARRIE.

Former Marine Walter Brois, R. D. #3 Miller Circle, Newburgh, N. Y., to hear from Sgt. Lloyd LUNA; Pfc Albert DICKENSON; Pfc Clifton T. HILL; Cpl. LONGERN; and other members of Btry. 2, Port Side, Mar. Det., USS *Yorktown*.

Former Marine George B. Harris, Jr., 1233 Mutual Bldg., Richmond, Va., to hear from John MICHELSON, who was discharged at MCAS, El Toro, Calif. in March, 1952.

TSgt. F. G. Kelly, Rm. 2E919, Pentagon, Washington 25, D. C., to hear from TSgt. F. GROSS who was 1st Sgt. of Ser. Co., H&S Bn., FMFLant, Norfolk, Va., during 1953-54.

Cpl. Terry N. Thibideau, MB, NB, Portsmouth, N. H., to hear from Pfc Wesley F. WASSON, whose last known address was 2d Amph. Trac. Bn., Camp Lejeune, N. C.

SSgt. Virgil E. Hickman, HQ Co., First Marine Brigade, % FPO San Francisco, Calif., to hear from TSgt. Banks DURHAM; TSgt. E. S. WEINS; and, TSgt. Lewis JACKSON, whose last known address was American Embassy, Tripoli, Libya. Also, to hear from Sgt. SLOCUM, whose last known address was American Consulate General, Frankfort, Germany.

TSgt. Ray Sumpter, B Co., 4th Recruit Trng. Bn., Parris Island, S. C., to hear from SSgt. Tom WHITTARD, whose last known address was VMA 225, NAAS, Edenton, N. C.

Cpl. Gary A. Blanchietti, Hq&Hq Sq (MarSup) MCAS, Navy No. 990, % FPO, San Francisco, Calif., to hear from Gary PAGANO, who was recently transferred to Japan.

Roy T. Sheets, San Pierre, Ind., to hear from TSgt. Ned A. KOBLE, whose last known address was Second Marine Division, Camp Lejeune, N. C.

Former Marine Robert M. Teeple, 2732 W. Jefferson Blvd., Dallas 11, Tex., to hear from MSgt. Robert LE-COURT, who is believed to be stationed in the Norfolk, Va., area.

Cpl. Melville O. Linn, American Embassy, Norway, Marine Security Guard, APO 85, % Postmaster, New York, N. Y., to hear from Roy C. BRUN-ZELL, who served with his uncle, Raymond Sundin, aboard the USS *Nevada* about 1929.

Deloris Rardin, P. O. Box 342, Oak View, Calif., to hear from the following men who served with her husband in the 4th Separate Bn., Sixth Marine Division, during 1940-41: Pfc Donald A. PETERSON; Msgt. Miriam K. LEGGETT; Lt. CARLSON; and the family of Sgt. Alfie T. GARRISON.

Pfc William E. Buck, USS *Yorktown*, % FPO San Francisco, Calif., to hear from Jim BLACK, whose last known address was P Co., Second Infantry Training Regiment, MCB, Camp Pendleton, Calif., or from anyone from Plt. 149.

Former Marine Paul Ransom, 304 Peckham Rd., Watsonville, Calif., to hear from anyone who served on the USS *California* during 1942-44.

Miss Lora Starnes, 825 N. G. St., Richmond, Ind., to hear from anyone knowing the whereabouts of Pfc Jimmie C. CLARK.

END

ANSWERS TO CORPS QUIZ ON PAGE 12

1. (b); 2. (b); 3. (a); 4. (c);
5. (c); 6. (b); 7. (b); 8. (c);
9. (a); 10. (b).

SOUND OFF

[continued from page 13]

plus occasional resentment towards those who did make the list.

Well, I most certainly don't begrudge my buddies their stripe who were on the last list and in my OF, as I know they rated it. However, I know their records almost as well as mine, so I ask—why? Are they just lucky? Did they "know someone," which I doubt. Was my record ever considered at all? Or is my TSgt. stripe good enough for the Reserve but not for active duty even though earned as a Regular? My name was on a promotion order two years ago for inactive Reserves. They say the Marine Corps doesn't operate that way—to penalize someone who went Reserve. I've found out different, it seems.

The second part of my query: My date of rank as staff sergeant is June 1, 1952, as a Regular. My TT and GMST for technical sergeant were passed in February, 1953, as a Regular. In March, 1954, I was discharged EoE and reenlisted in the Reserve. On December 1, 1954, I entered into a three-year tour of extended active duty on the I-I Staff of my Organized Reserve unit. Sometime between then and February, 1955, a MCSO came out promoting Reservists not on active duty. Lo and behold there was my name (maiden name Marcum), but having already come back on active duty, I was out in the cold.

I don't know the date or number of this order but it reached our office about February 1, 1955. A copy is not available locally as the unit which received it has since been relocated. Naturally, in view of having once been promoted, if only on paper, I had no doubt of being on a Regular promotion list when I was told that more promotions to E6 would be made this time than before. But I guess not!

Now, when my tour of EAD is over and I must revert to inactive duty, can I then get the stripe authorized me on the 1955 promotion order?

Lastly, is it true, as I've read, that the promotion board did not even select the full E6 quota?

I have hashed and rehashed writing this letter—put it off weeks since the promotion list came out—but my thoughts haven't changed. I can hear some of the salty comments already. A lot of men will think I've no gripe coming—after all I'm only a Reserve, a woman, only eight years of service, etc. etc. But say what they will, I'll

TURN PAGE

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Third Marine Division
July 19-21
Marines Memorial Club
San Francisco, Calif.

Fourth Marine Division
June 27-29
Hotel Cleveland
Cleveland, Ohio

Fifth Marine Division
June 28-30
Hotel Statler
Buffalo, N.Y.

Further information about the reunions may be obtained by writing to the appropriate division association. Room reservations should be made directly to the hotel concerned. When making reservations, it is advisable to mention that you are planning to attend the division reunion.

SOUND OFF (cont.)

still sign my name to what I believe is a legitimate gripe, one that's happened to a few people who didn't have intestinal fortitude enough to sound off anywhere but in the local slop chute. Bitter? Could be!

SSgt. Donna M. Reynolds
WM Sup Plt., 2nd Wpns Bn.,
MCRTC,
601 Hardesty Ave.,
Kansas City, Mo.

● *Enlisted Section, Promotion Branch, HQMC, supplied the following information:*

"Deliberations of all Boards, including the Headquarters Noncommissioned Officers Promotion Boards, are confidential to the members thereof. Only the Commandant of the Marine Corps has the inherent right to question the recommendations of such a Board. No Commandant has ever availed himself of this privilege since to do so would be an act of intimidation.

"The basic and only known reason for nonselection is that the record of the candidate not selected suffered by comparison with the records of those selected. In many instances certain of the personnel not selected would have been selected had allocations of the particular grade and field been larger. It must be remembered that promotions to the senior staff grades, in these days of limited budgets and vacancies, are highly competitive. Though a Marine does not physically compete in front of a board, the record of his entire Marine Corps/Marine Corps Reserve career must win out over the records of all other Marines, in that same grade and field, eligible to be considered by that particular Board.

"The weight given to seniority in grades and in the Marine Corps is, of course, unknown, and is determined by each separate board. It is the opinion of the Promotion Branch, however, that the evaluation given a candidate on the fitness reports submitted by his various commanding officers receives considerably more weight. Naturally, this is personal opinion which cannot be proved or disproved.

"Staff Sergeant Reynolds has received due consideration for promotion since passing her tests in 1953. All boards, except the Inactive Reserve Board of 1955, failed to recommend her advancement. Her selection by the 1955 Inactive Reserve Board was based on competition for billet vacancies in the Inactive Reserve and not for those in the Regular Marine Corps. Therefore, her promotion could not be effected subsequent to her assignment to extended active duty.

(CONTINUED ON PAGE 106)

A MESSAGE FROM THE DIRECTOR OF AVIATION



Lt. Gen. V. J. McCaul

THE FORTY-FIFTH ANNIVERSARY OF MARINE AVIATION

Over a span of forty-five years Marine Corps Aviation has participated with ground and naval forces in two world conflicts and several small wars. This combat experience, combined with energetic peacetime training and experimentation has helped to develop the highly effective, closely integrated, Marine Amphibious Air-Ground team we know today.

We are justly proud of Marine Aviation's past performance and of its present potentialities—a force prepared at all times to engage in nuclear or non-nuclear warfare anywhere in the world. However, during this rapidly moving atomic and technical age, the constant evaluation of new tactics, techniques, weapons and equipment is mandatory, and is an all Marine Corps all hands job. Only by being exceedingly wise and far sighted in every critical area, can we maintain the Marine Amphibious Air-Ground team as a fighting force second to none.

We Marine Corps aviators can be relied upon to be alert to these changing conditions and requirements, and to provide to the Marine Corps as a whole the very best in technical and professional aviation thought and performance.

It gives me great pleasure to extend an enthusiastic "well-done" and my personal best wishes to all Marines on this forty-fifth anniversary of Marine Aviation.

A handwritten signature in black ink, appearing to read "V. J. McCaul".

V. J. MC CAUL
Lieutenant General, U. S. Marine Corps
Assistant Commandant of the
Marine Corps for Air



It's the old "Fire Brigade" in harness again, ready whenever or wherever a need arises



The two principal components of the 7000-man unit, the Fourth Marines and Marine Aircraft Group 13,

Photo by Sgt. Travis Harrell
are under the control of a single tactical command and represent the results of 45 years' experience

by TSgt. Robert A. Suhosky
Leatherneck Staff Writer

THE MONTH of May usually means another candle on the cake in honor of Marine Corps aviation, an organization whose career during the past 45 years has been limited only by the sky, and at times, by sundry budgeteers. Two such cakes would be in order this year, with double rations going to the 1st Marine Brigade. The fourth of May marks the first anniversary of the reactivation of that famous, hardy outfit currently camped at Kaneohe Bay, on the windward shores of the island of Oahu in the Hawaiian Islands.

And between bites of the birthday bonbon, the 7000 men of the brigade probably would pause with pride to review their achievement of the long

standing vision of an integrated Marine air and ground force, powerful, compact and complete unto itself as a combat unit. At the very least, the two principal components of the brigade—the Fourth Marines and Marine Air Group 13—under the control of a single tactical commander, represent the ultimate solution to that dream.

Close air support of ground elements has been the goal of several of the major armies of the world since the theory was first uncovered a couple of decades after the internal combustion engine sprouted wings and someone fashioned the airplane into a weapon of war. As practiced by the Marine Corps, close air support has become a model for the rest of this country's services but the



Photo by MSgt. H. B. Wells

Troops of the brigade storm ashore at Mokapu peninsula from LVTs while another arm of the assault team passes overhead to the target

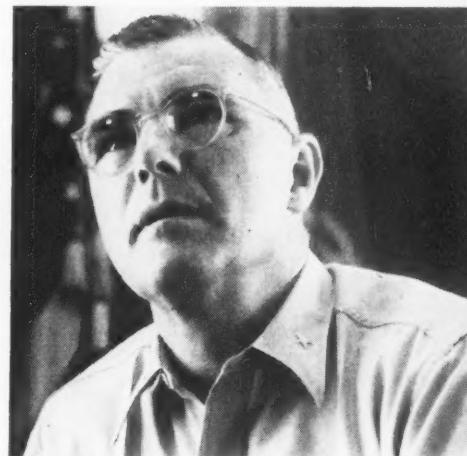


Photo by MSgt. H. B. Wells

Brig. Gen. G. R. E. Shell led the brigade for nearly a year

The 1st MARINE BRIGADE

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Marines did not gain their proficiency overnight. It had an almost negligible beginning in 1927 in Nicaragua when a sizeable herd of bandits confronting an under-manned garrison at Ocotal attracted the attention of two DeHavilland biplanes on a routine patrol. The Marine pilots unloaded their ammo on the rebels and returned to Managua for more; on the second flight, they were accompanied by all available aircraft—three more biplanes—and the subsequent dive bombing runs dispersed the enemy's attack.

In retrospect, pin-point dive bombing became a key to the early concept of close air support. Coupled with equally accurate strafing, its deadliness increased in successive campaigns in the

TURN PAGE

BRIGADE (cont.)

Pacific during War II and reached an extremely effective level during the Korean fighting. Marine fighter-bombers flying in air strikes ordered by Marine infantrymen left little doubt in any strategist's mind on that score. A Marine division attacking inland from a beachhead, backed up by a Marine air wing, was ideal in several ways but was not the absolute end. Each wing and division in the Fleet Marine Force operates under its own commander and virtually independent of all but a higher echelon. The idea was to get air and ground together but the mighty size of an aircraft wing and a division stood as deterrents to welding the pair into one permanent striking force. There just wasn't enough real estate around to accommodate both under the same roof.

Which, undoubtedly, led to the birth of the 1st Provisional Marine Air-Ground Task Force in January, 1953—an amalgamation of the desired elements into one neat package, led by one commander, although the new-born was somewhat smaller in numerical strength

than its parent organizations. On January 19, Major General James P. Risley assumed command of the Task Force at the Marine Corps Air Station, Kaneohe Bay, the unit's new home, one providing the duplex facilities required by air and ground.

It was an apt location to develop and refine the air-ground technique. According to legend, Waikalua, Kaneohe, was the home of culture and refinement of old Hawaii, brought to the island by a Tahitian prince in the form of a dance, one which became a trademark of the islands and is more widely known as the hula. There's also a vague myth concerning that neck of Mokapu peninsula where the air station lies—the first man was supposed to have been born there. Recent history shows only that the first American killed in War II died at Kaneohe; en route to their infamous sneak attack on Pearl Harbor on December 7, 1941, Japanese planes first mauled the Naval Air Station at K-Bay and dropped low to strafe the base when returning to their carriers.

The air station, originally put into commission by the Navy in 1939, was deactivated following the paperwork in Tokyo Bay. The Marines moved in with a bundle of long range plans in



January, 1952. Training was to become the forte of the air-ground tenants slated to share room and board at the base and permanent construction was designed accordingly. When Gen. Risley took the reins a year later, he had an air arm but no ground-pounders except a headquarters company. MAG-13



Helicopters capable of landing troops behind the enemy lines and then sustaining them by resupply

from the air, are covered by close support planes as they come in over the surf to land their troops

Photo by Sgt. William Duscher



Photo by Sgt. Travis Harrell

The quiet waters near the Air Station provide an ideal spot for the brigade's amtracs to practice.

Constant workouts are necessary in order to keep the crews ready for the incessant local maneuvers.

Mobility, flexibility, compactness and striking power characterize the brigade today



Photo by Sgt. Travis Harrell

These "combat casualties" received "treatment" from the hospitalmen of "E" Company, 3rd Medical Battalion during the Operation Muaka

had moved in almost a year before the Task Force was formed, and had turned to on an air training program 24 hours after its arrival. In February, 1953, a battalion landing team from California went ashore at Kaneohe and three months later, the embryo air-ground Task Force maneuvered at the nearby island of Maui. In a small way, the show was on the road.

Three milestones marked 1955 as a big year for the Task Force. Foremost was the arrival of the Fourth Marines (reinforced) from the Far East, a hot-to-trot regiment if there ever was one. Shortly after their arrival in February, the Fourth was in the field, embarked on a tough training schedule which hasn't diminished. Next came additional squadrons to strengthen the potential of MAG-13.

Perhaps the most significant event was the establishment of the regiment and its attached units in a home port. Ground elements of the Task Force had been pulling six-months duty at Kaneohe on a rotation basis. What had begun as a training program warranted permanent status and got it. In May, the title of the Task Force was redesignated as the 1st Marine Brigade. Through the years, since 1901, the brigade had compiled a proud record of service in the Philippines, China, Mexico, Haiti, Iceland, the Pacific and Korea. Its spirit persisted when the battle-decorated color was unfurled at K-Bay but its makeup was wholly new, suited to the age of atomic war-

TURN PAGE

BRIGADE (cont.)

fare and the Corps' long sought objective of the integrated air-ground team.

Integration, to an extent, has been exercised in increasing shades during the massive peacetime maneuvers to which the Marines turn their attention when shooting wars cease, but usually the movement is only temporary. Command functions of both air and ground forces are established under one overall commander, then dissolved when the maneuver is secured. At Kaneohe Bay the problem was approached with something more durable in mind. Integration was initiated at the top level, and applied down the chain of command. Gen. Risley's chief of staff was Colonel Boeker C. Batterton, a Naval aviator who served as interim commander from May to October of 1954 when Brigadier General Edward C. Dyer, also a Naval aviator, took command.

Brigadier General George R. E. Shell, who recently transferred to Parris Island, had a similar set-up while he was CG of the brigade. His chief of staff was Colonel John H. Earle. Gen. Shell is a ground officer; Col. Earle, an aviator. The brigade staff is a heterogeneous group of aviation and ground officers serving without specializing in their respective fields. An exchange program was inaugurated between the regiment and the air group to enable one side to become acquainted with, and understand, the problems of the other. In the beginning, the integration practices led to a story which is still available at the nearest scuttlebutt:

A pilot and an infantry officer drew desks opposite each other in a staff section. This naturally demanded of each a strong method of boosting his particular end of the Corps. The pilot posted a pay chart behind his bailiwick, complete with his allowances for flight duty. In retaliation, the cruncher refused to speak with the other until the aviator had both feet planted in a two-foot-square box of gravel parked alongside his desk. The outcome, so the story ends, was a draw.

Nothing as facetious prevailed during the actual exchange. Aviation officers suited up in dungarees and took to the boondocks with companies of the Fourth Marines. They returned to their squadrons with an intimate respect for the foot-soldier's way of life, and with praise from the riflemen for their ability to maintain the pace. Turnabout, the ground officers were checked out on the maintenance and operations issues of the MAG. On routine hops ground officers exchanged to the air group were



Photo by MSgt. H. B. Wells

Major J. F. Mitchell (left) and Lt. Col. W. P. Nichols were among the ground and air officers who exchanged jobs within the brigade



Lieutenant General Edwin A. Pollock, Commanding General, Fleet Marine Force, Pacific, reviewed

the brigade at Kaneohe Air Station. The brigade is always ready to move out on a moment's notice

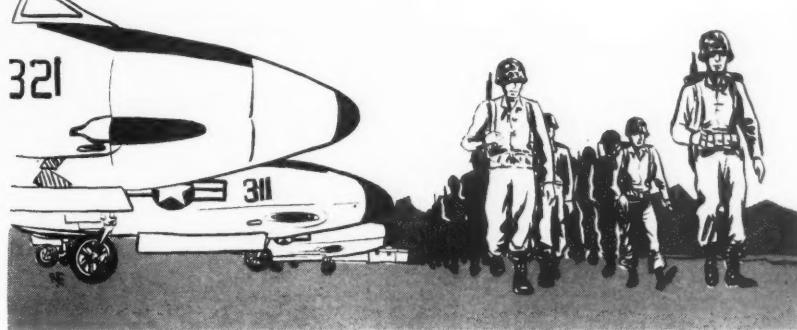


Photo by MSgt. H. B. Wells

Infantrymen from the 2nd Battalion, Fourth Marines, find hiking on level ground almost a novelty. These Marines spend half their time in the field



Photo by MSgt. H. B. Wells
The 2nd Battalion outguards carry traffic warning panels



also included in the flying end of the program. The integration was attacked from both sides with sincerity and earnestness. It couldn't have been licked any other way. Somewhere along the trail, the ancient disdain which infantrymen have been known to harbor for members of the aviation fraternity, seemed to dissipate. "We're all on the same team," is the general attitude expressed by men of the brigade nowadays.

That sentiment can be traced to the policy of working, training and relaxing together prevalent at Kaneohe Bay. After duty hours, Master Sergeant Daniel F. Houghtaling, regimental sergeant major of the Fourth Marines, or Master Sergeant John P. Welch, sergeant major of the 1st Battalion, Fourth, sometimes drop by the club

before heading home. Houghtaling and Welch were formerly long-time aviation Marines; both are on their initial tours with a line outfit. Among the other patrons of the club, air and ground rub elbows on a common social foundation. The outcome is an understanding which has a definite place in the spirit of the organization. For from the work-train-and-play-together platform stems the ability to fight together, the reason for the brigade's existence.

Under one commander, and housed in one area on a permanent assignment, the brigade is decidedly capable of performing its three-fold mission:

To be prepared to move out as an independent force on an assigned mission;

To deploy as part of a larger force; Or to spearhead an assault for a larger force.

The brigade was the first Marine unit to reach the front lines in Korea. Its ability to bolster the shrinking Pusan perimeter against the Communist onslaught earned it the *nom de guerre*, "Fire Brigade." That nickname still applies. It is a force in readiness with tremendous capabilities, affording the brigade commander the coordinated support of all weapons available to any Marine commander in the field; here they are right under his thumb. A unique brigade structure has seen to that.

In the Fourth Marines, commanded by Colonel Bryghte D. Godbold, Gen.

TURN PAGE



The brigade staff (left to right) Capt. Robert E. Smith, Lt. Col. S. Titterud, Col. E. T. Dorsey,

Brig. Gen. Shell, Col. J. H. Earle, Col. B. D. Godbold, Lt. Col. J. Rathburn, Major R. Willard

Photo by MSgt. H. B. Wells

BRIGADE (cont.)

Shell had a well-trained, crack infantry regiment. Its graduated training program which intensifies and culminates in the brigade exercise—this year scheduled to take place in August—keeps the Fourth trim. The build-up

means approximately half of the time will be spent in the field, boondocking over the neighboring, rugged terrain of Fort Hasse and Bellows Air Force Base.

In MAG-13, commanded by Colonel Elmer T. Dorsey, the brigade commander possesses perhaps the largest (in number of squadrons, seven) air

group in operation in the Corps today, capable of spreading an aerial umbrella high in the sky with fast jet interceptors eager to keep enemy air off the backs of the men on the ground; the reliable AD attack bombers with their immense capacity for close air support; fighter-bombers equipped to deliver special weapons; plus maintenance, operations and air control squadrons.

Recently, an eighth squadron—Marine Helicopter Transport Squadron 161 was detached from MAG-13 and placed directly under brigade command as a supporting element. One-sixty-one is equipped with HRS transport helicopters, HOK observation choppers and OE fixed wing observation planes.

Included in the supporting units are artillery—the 3d Battalion, Twelfth Marines—and engineers—Charlie Company, 7th Engineers, plus a brigade service battalion comprised of amtrac, shore party, motor transport and medical and dental units. The 1st Marine Brigade is a complete package.

The Hawaiian Islands' location offers the brigade an excellent training ground. In addition to the 2950 acres of the K-Bay air station at the foot of the fluted palis of the Koolau range, the Marines maneuver the length and breadth of the archipelago. On Oahu, where the ground-pounders have battled their way across the landscape at Kapaa and Kahuka, mortars are dropped in high arcs at Waikane while artillerymen test their big guns at Makua, as well as Pohakuloa on the big island of Hawaii, where the regiment has climbed to the black volcanic sad-



Photo by MSgt. H. B. Wells

Marines from every unit in the brigade, both air and ground, attend the NCO leadership school. TSgt. Max Coggin is mapping instructor



idle formed by the craters of Mauna Loa and Mauna Kea. At 7000 feet, they indulged in the make-believe warfare which builds combat efficiency. Smaller units have exercised at Kauai and Maui while Molokai has been utilized for air target practice.

Weather—an important factor in any training schedule—remains good nearly all year at the home base at Kaneohe. When prevailing trade winds give way to the kono winds which bring Oahu its Winter weather, slight set-backs occur. Weather is particularly important to the function of an air-ground team and to the actual joint air-ground maneuvers which take place in profusion in the brigade. Fortunately, brigade aircraft are earthbound little more than an aggregate of one week out of a year because of flying conditions.

Air activity in the brigade isn't limited to close air support tactics; vertical envelopment and more conventional air-lifting has been exploited as part of the training program. A huge air-assault exercise last September saw the brigade transported by air to K-Bay while the commanding general directed the lift from a flying command post—a Super Constellation which remained aloft for 14 hours.

Future operations will bring the brigade into contact with the mammoth bow-loading R3Y2s and the giant C-124 transport planes when the aircraft are available, while an exercise planned for the future will see the brigade operating from the USS *Thetis Bay* (CVHA-1). The deeper the air-ground theory is probed, the more gratifying are the potentials uncovered and the more elite the organization becomes.

Integration is carried through to the brigade schools and personnel attending one of the major four usually are a cross-section of regiment, MAG and

supporting organizations. Captain Basile Lubka, director of the schools, coordinates the activities of the regularly constituted Communications School, conducted by Technical Sergeant John J. McDonough; NCO Leadership School, conducted by Master Sergeant Paul J. Booth; and the atomic, biological and chemical defense school (ABCD), conducted by Technical Sergeant Edward C. Russ, and an airborne terrain appreciation school. Other courses are established from time to time for specific types of training.

The physical conditioning program recommended for the entire Marine Corps was beefed up when it was promulgated in the brigade. Pass the test there and it's a cinch to breeze through calisthenics elsewhere. Duty with the brigade is a combination of work, training and recreation aimed at producing what Gen. Shell has termed, "A happy outfit." Morale is at a peak, if the high rate of reenlistments is an indication. In one month, 85 out of a possible 100 re-ups, did. In six months, the brigade shipped-over the equivalent of an infantry battalion.

The 1st Marine Brigade, in spite of its vigorous training schedules, ceased to be a training organization some time ago. It's the old "Fire Brigade" in harness

again, ready to answer the bell wherever or whenever the need arises. Included in that blanket mission is the defense of the Hawaiian Islands and the residents. When the call comes, the brigade is set to saddle up immediately, whether it is ordered to move out by land, sea or air. It has practiced all three modes until the men and machinery can accomplish any one with speed and ease, and with full logistic accompaniment.

Mobility, flexibility, compactness and striking power characterize the brigade today. They are the result of intelligent and thorough fusion of air and ground but the concept is under constant and continuous study, with Marine planners delving further into the field.

Meanwhile, the merger remains active. Colonel (selected for brigadier general) Avery R. Kier, a Naval aviator, relieved Gen. Shell, who assumed the Recruit Training Command at Parris Island. That change of command will touch off a deluge of job transfers within the brigade staff. Those tasks now being performed by ground personnel will be assumed by air people, and vice versa, widening the scope of all hands.

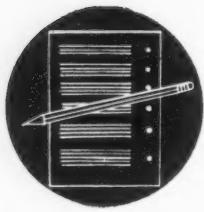
And that is complete and effective integration.

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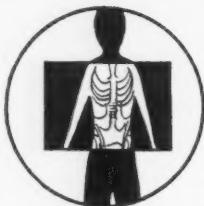


Photo by Sgt. William Duscher

This simulated atomic explosion is now a familiar sight to brigade Marines. Such devices are used in their regular training program



FLIGHT



THE LONG FLIGHT to the wings of a Naval aviator, which come with graduation from Flight Training at the Naval Air Station, Pensacola, Fla., begins at recruiting offices, college campuses and regular posts and stations throughout the Corps. But one of the first check points—and sometimes the end of the line for would-be pilots—is the Marine Corps Air Station, Quantico, Va.

Since February, 1955, the Flight Indoctrination Program, in constant session since its inauguration, has been screening out the physically unfit, temperamentally unsuited and superficially

inclined Marine applicants for the Naval Aviation Cadet Program. Flight Indoctrination was started in an attempt to cut down the abnormally high attrition rate of the Marine Corps' input at Pensacola. Fledgling pilots, from Marine sources, were falling by the wayside in flocks. Some were in the final phases of training which costs the government as much as \$54,000 per man.

How well the program has accomplished its primary purpose can be learned from figures released by the "Annapolis of the Air." The number of Marine washouts has dropped to the

INDOCTRINATION

by TSgt. Paul C. Curtis
Leatherneck Staff Writer

Photos by

TSgt. Joseph J. Mulvihill
Leatherneck Staff Photographer

**Marine washouts at Pensacola
have decreased since Quantico's MCAS
set up its comprehensive screening program**

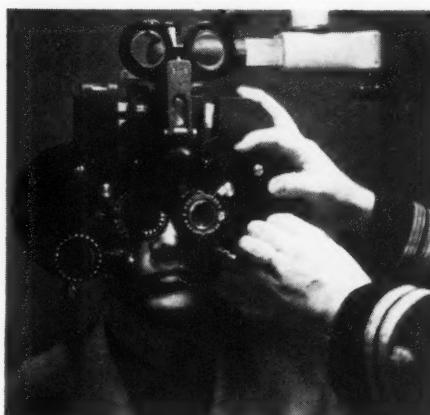


The written exam, which is divided into several parts, screens out 10 to 20 percent of the hopeful aviators before they reach Pensacola

bottom of the list. Marines formerly topped all categories of trainees failing to complete the instruction.

Recruiting stations, Reserve units and Regular posts and stations funnel men into the program the year 'round. But the peak period falls during the Summer months with an influx of candidates from colleges and universities all over the United States. They are members of Platoon Leader

Good eyesight is a "must" if the applicant is to pass his physical



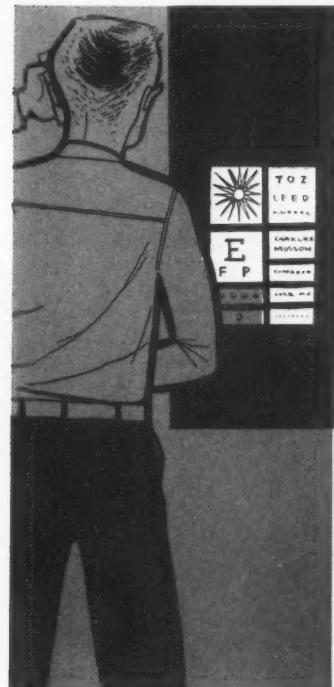
Classes who have been motivated toward aviation. The PLC's and Basic School students furnish the majority of the applicants for flight training.

The time it takes for a man to go through the Flight Indoctrination Program varies with the number of applicants being processed. It can be accomplished in as little as four days. However, flight physicals, which are the heart of the program, are scheduled at the rate of 20 per day and large groups may be around for a longer period. Thoroughness and careful screening are the keys to the entire program.

Flight indoctrination is divided into four categories. Each part bears directly on the applicant's final acceptance or rejection for flight training and candidates are screened out in all four stages. Of the more than 1700 applicants screened at Quantico, less than half have been sent to Pensacola.

The written, "U. S. Navy Aviation Selection Tests," is the first phase of the

TURN PAGE



INDOCTRINATION (cont.)

four-part program. The examination—which is also divided into several parts—screens out from 10 to 20 percent of the hopeful aviators.

The first battery of the written exam is a general intelligence test; the second explores the applicant's flight aptitude by delving into his mechanical comprehension and perception of air-ground relationships; and the third is a biographical inventory which probes into the personal history, interests and aptitudes of the potential pilot. This latter section provides the Flight Interview Board with clues as to how deeply motivated the applicant is for flight training.

After the written examination, all applicants are given a complete flight physical. Although some of them have already taken and passed such a physical, many still lose out at this stage. A few physically unqualified candidates slip by the first time because of hasty preliminary examinations. Some develop disqualifying defects between the time of their original examination and reporting to Quantico. A few with faulty vision squeak by at their point of origin after following a series of eye exercises prescribed by a civilian consultant. Such cases invariably regress to their true vision status unless the exercises are practiced constantly. The written examination and the flight physical screen out 47 of every 100 who apply.

The third phase of the program consists of a series of indoctrination flights



If the applicant for flight training fails to pass the normal color and depth perception phases of the exam, he'll never get off the ground

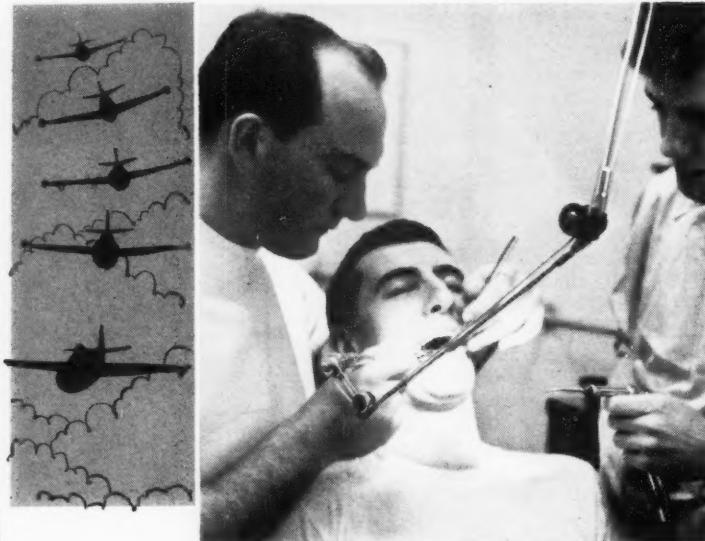
in a training aircraft. These flights cover manual signals, pre-flight inspection, cockpit familiarization, ground operations and post-flight review. The would-be pilot takes charge of the controls during flight and is graded by his instructor on his actions, reactions, general aptitude and interest. A small number of applicants withdraw volun-

tarily after these indoctrination flights. They are the ones who, having handled the controls of a plane in flight, lose interest and decide to stick to terra firma.

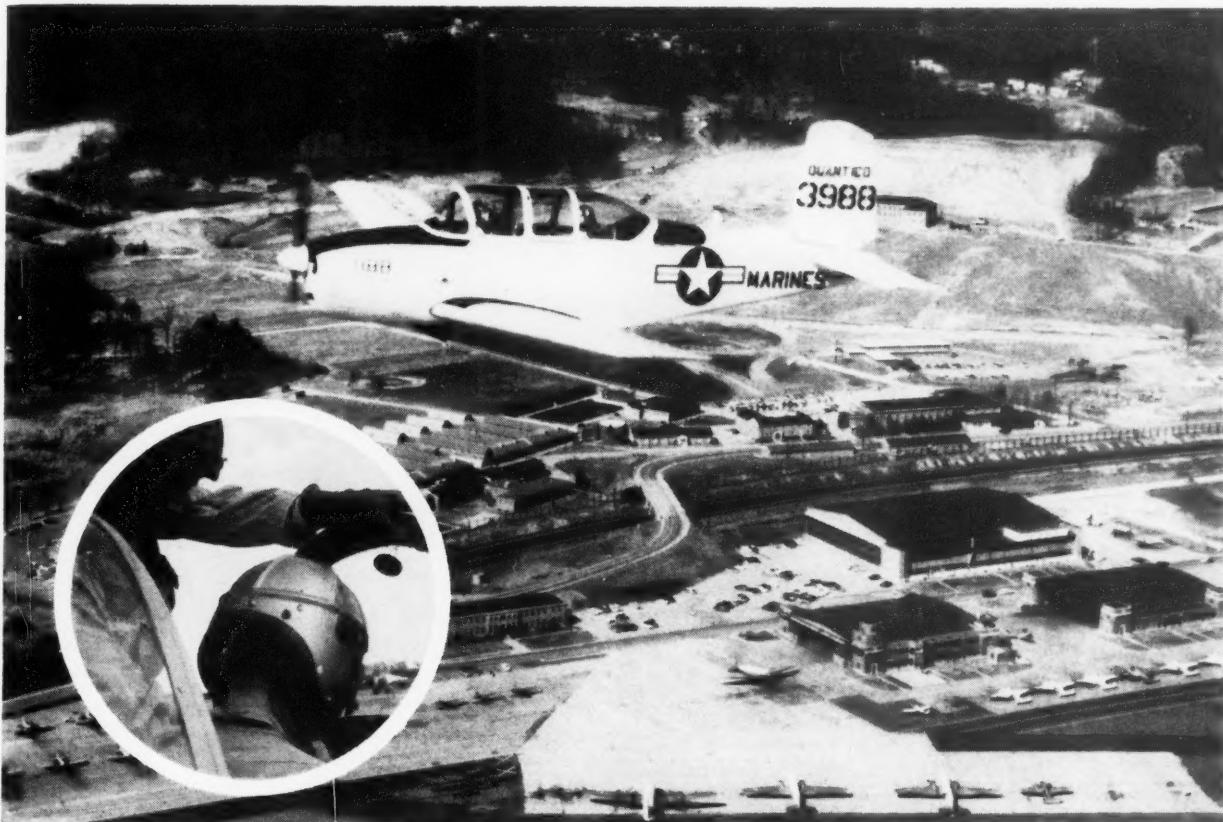
A face-to-face meeting with the Flight Interview Board is the final hurdle for the candidate before he receives his orders to Pensacola for 18



This potential pilot wasn't sure that he could measure up, but he made it in the "stretch"



All of the applicants get a thorough dental check-up during their physicals at Quantico



Four indoctrination flights in a T-34 Mentor trainer provide some of the thrills of actual flight and the

opportunity to check an applicant's natural ability. (Inset) Students make cockpit check before take-off

months of hard work and intensive study. The board carefully goes over the applicant's biographical inventory, his scores of the other written tests and makes a point-by-point check of his flight indoctrination rating sheets. Finally, they talk extensively with the individual. The board is chiefly concerned with the depth of a man's interest in becoming a pilot. Voluntary withdrawals were mostly responsible for the Marine Corps' former high attrition rate. During the past two years, nearly all of these withdrawals have been screened out at Quantico.

The Flight Indoctrination Program has saved the economy-minded Marine Corps several hundred thousand dollars by returning unsuccessful applicants to their non-aviation duties before they reach the pre-flight schooling at Pensacola. The cost of the program is relatively small when compared with the more expensive training at the next highest echelon.

Although there may be some groundlings who will deny it, aviation *is* here to stay. To those who doubt it, let them visit the Marine Corps Air Station at Quantico. They'll be flight indoctrinated when they leave.

END



The Flight Interview Board, headed by Col. W. Cargill (C), has the final say as to whether or not the applicant will go to Pensacola

POST OF THE CORPS



Air "traffic cop" relays landing instructions from control tower to incoming jet pilot



by MSgt. Paul Sarokin
Leatherneck Staff Writer

Photos by
SSgt. Woodrow W. Neel
Leatherneck Staff Photographer

CHERRY POINT

The Second Marine Aircraft Wing stays combat-ready to fly air support for the Second Marine Division

PS



ON AUGUST 6, 1951, a laborer dug his pick into the soft North Carolina earth near a sleepy little village to break the ground for a new air station. Four months later, a few Marines arrived at the partially constructed base. They were the forerunners of the vast number of green-clad men who would serve at the Marine Corps Air Station, Cherry Point, N. C.

The mammoth, 110-million-dollar air facility was commissioned 15 years ago this month—on May 20, 1942. It was the world's largest Marine air station, containing facilities comparable to a city of 25,000.

The first CG, General Thomas J. Cushman, arrived in an appropriate

manner: two months before the station opened, he touched down the first plane on the gleaming runways.

Before the Marines arrived, the Cherry Point area was a vast, barren swampland in an undeveloped coastal section of North Carolina. Those dispossessed by the Corps' new air base were mainly deer, bears and alligators.

Because of its remoteness, some Marines who first served there, took a horrified look at the dismal area and called it "Cheerless Point." In fact, shortly after the base opened, this grim situation gave rise to numerous stories about a fur-coated, mysterious stranger with a deep grating voice who occasionally surprised sentries on lonely outposts.

Originally, the huge station was to have been called Cunningham Field, in honor of the Corps' first pilot—Lieutenant Alfred A. Cunningham. But a World War II rule forbade naming airfields after individuals. So it was designated Cherry Point, after a tiny jut of land on the site of the base.

At the height of World War II, 20,000 Marines were stationed here—more than two times its present strength. The base had also become the focal point for all Women Marines assigned to Aviation. The first group of 18 distaffers arrived in May, 1943. As the war drew to a close, more than 2000 women became an accepted part of station life.

Today, Cherry Point is the home
TURN PAGE



Cherry Point band forms in front of Headquarters Building for the morning color-raising ceremonies.

At the height of World War II, a peak strength of more than 20,000 Marines was stationed at the base

CHERRY POINT (cont.)

base of the Second Marine Aircraft Wing, the air support for the Second Marine Division. Its liberty towns, Morehead City, and New Bern, each 19 miles from the main gate, are not quite large enough to provide sufficient diversion for the Point's several thousand Marines. Restive individuals prefer to wander deeper inland toward Raleigh, Greensboro or Charlotte.

Immediately outside the gate is the quiet settlement of Havelock, a village so small it has no police force.

Within the base, however, there is a metropolitan drive of activity and the continual shriek of jets. The roar is caused by three separate commands at work—the Marine Corps Air Station, which also controls fields at New River, Edenton, Beaufort, Atlantic, Wilmington and Washington—under the command of Brigadier General Edward A. Montgomery; the combat-ready Second Marine Aircraft Wing, led by Major General John C. Munn, an experienced pilot who has been flying for more than 25 years; and Force Aviation Headquarters Group, under Colonel L. S. Moore, whose outfit supplies transitional combat training to fighter pilots.

The relationship between the Marine Corps Air Station and the Second Wing is similar to that of the Marine Corps Base and Second Marine Division at Camp Lejeune. This arrangement assures continued operation of the station and its facilities if the

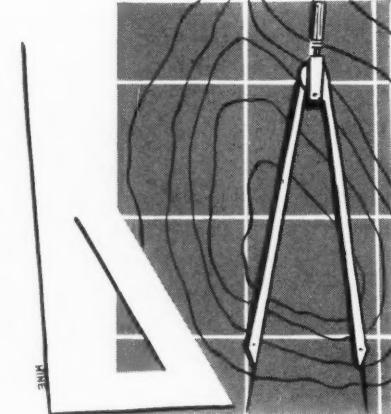
wing is suddenly pulled out on emergency orders.

Among its many activities, Cherry Point operates more than 400 aircraft, from light observation planes and helicopters to gigantic Flying Boxcars; contains the largest Overhaul and Repair factory in the Naval Service and the only one operated by Marines; and maintains two enlisted schools—Navigators', and Airborne Intercept Operators' School.

Gen. Munn believes the men who fly the planes and the mechanics who try to make them safe as a church, are each performing a superb job. "In our support for the division," he said, "we are getting so many totally new, advanced aircraft that new problems are constantly posed for pilots and mechanics. It takes lots of book study to learn how to keep 'em flying safely. These youngsters," the general emphasized, "are getting out the diagrams and plans and studying and mastering them. They deserve a big pat on the back. Some of our men," he revealed, "are already in factory schools learning more about these new planes. And most of the men do much outside study to keep up."

Gen. Munn also had unreserved praise for the Havelock Merchants Association, which has cooperated wholeheartedly with the base. A Youth Center for teen-agers is jointly sponsored by the Marines and the merchants. It helps keep youngsters out of mischief.

"We also have excellent relations with Mayor Mack L. Lupton of New



Bern," the general related. The mayor has been elected to an honorary membership in the Old Timers' Club. "And I think," added Gen. Munn, "that he knows more Staff NCOs here than I do. He consistently goes out of his way to help us."

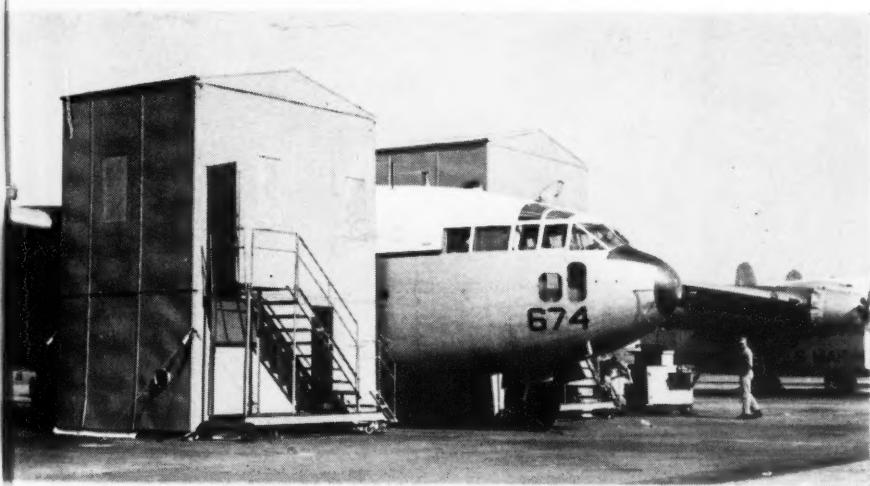
One of the reasons for this kind of cooperation by civilians is the mature way Marines have accepted civic responsibility in nearby cities. At Havelock, for example, there was no parochial school; the Marines decided to build one. The bishop from the Raleigh Diocese arranged for some money and the blueprints. Havelock citizens volunteered the remainder of the money. Soon, pounding of hammers and the buzz of saws resounded through the area. Working after hours and on Sundays and holidays, Marines



Cherry Point contains the Navy's largest Stateside Overhaul and Repair Department. It is equipped to repair any type of plane flown by the Corps



TSgt. Inez Smith "checks out" Sgt. P. Richardson in jet instrument trainer



The use of weather bins permits mechanics to work on huge Flying Boxcars in any weather. The C-124s are from Marine Air Group 35

dug cesspools, did carpentry, masonry, and painting. In less than a year, Our Lady of Enunciation School, which now has a faculty of eight nuns and two lay teachers, had youngsters trooping to classes.

Far and away, however, the most important activity at Cherry Point is the Second Marine Aircraft Wing. "It is the guts of Fleet Marine Force, Atlantic, and it's more important than anything else here," explained one jet pilot. Wing Sergeant Major J. S. Gardner, who recently received his orders to the Far East, agrees. He feels, too, that this is the best trained unit with which he has ever served. "The big

thing here," the sergeant major emphasized, "is that the wing is ready to hit the beach."

Each tactical squadron, the sergeant major explained, has a syllabus of intricate training involving gunnery, carrier qualification, tight-formation flying, familiarization with new aircraft, and emergency procedures. In addition, there's the Mediterranean cruise for further training.

In support of its mission, the wing is readying for TRAEX 1-57 maneuvers at Panama. MAG-35, with its 30 lumbering Flying Boxcars, will airlift men and gear to the exercise.

"Since General Munn came aboard,"

said Gardner, "he has emphasized the prestige and responsibility program for NCOs. Station orders have been issued dealing with the supervision of subordinates." This order assigned three to five junior men to each Staff NCO and outlined his responsibility in minute detail. He counsels and advises them on matters of appearance, performance of duty, and sometimes financial matters, and is responsible for their conduct.

At first, some old timers asked, "What the hell are we becoming, a bunch of den mothers?" Others joshed about it being called a Coddling Program, or the Great White Father Plan. But the initial criticism died down quietly as the effective program swung into operation.

"Also," the sergeant major added, "living standards here have been raised quite a bit. Overcrowded conditions have been eliminated wherever possible, and a study and recreation room added. A renovation program, including tiled showers, is also about complete.

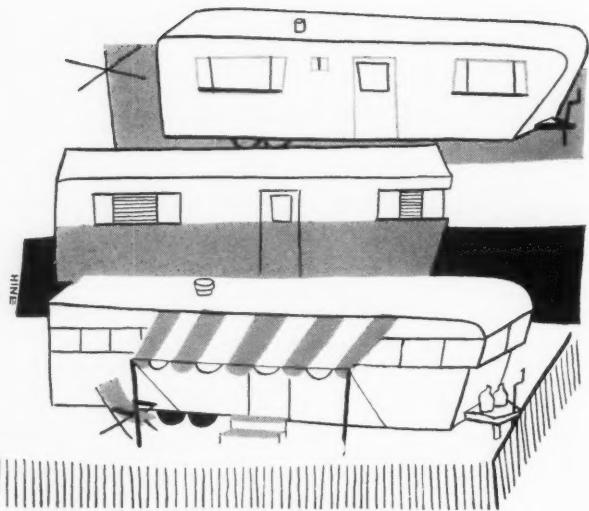
"Something else we're proud of," explained Gardner, "is that there was a 75 percent drop in traffic fatalities here over the previous year. Highway deaths have been reduced from 11 in 1955 to three in 1956.

Safety signs posted along the station streets have helped. So has a wrecked 1955 automobile, displayed prominently at the main gate, as a grim reminder for everyone to drive safely. At the gate is also a large sign cautioning drivers to "Take your Leave—not your Life!" Cherry Point's all-out safe

TURN PAGE



Corporal Shirley A. Bauman and Pfc Madelyn C. Zarrilli plot upper air data for the display board



CHERRY POINT (cont.)

driving effort merited a commendation recently from the Commandant.

A safety record for the number of man hours worked without an accident has also been set by the Corps' only Overhaul and Repair facility. The O&R is one of nine under Navy control and the only one operated by Marines. It is a huge aircraft factory, employing more civilians than Marine Corps Headquarters, and using the skills of more than 400 Marines.

Colonel Paul J. Fontana, O&R officer, and his assistant, Lieutenant Colonel John B. Mass, Jr., both jet pilots, are in charge of the huge plant. "We're equipped," they said, "to overhaul or repair any fighter plane flown by the Corps." In addition, they work on helicopters, observation planes, and R4Qs.

When a tired plane coughs in, crammed to the seams with equipment, but needing medical attention, it is meticulously disassembled, like an M-1. All parts are evaluated, and cleaned. First stop on one of the three assembly lines, is the Fuselage Shop. Metal workers pounce on it, and service changes, such as improved electronics devices, are installed. Basic wiring is also re-checked.

"Some Marines," explained the O&R's administrative officer, First Lieutenant Robert P. O'Neal, "feel that they're getting away from the Marine Corps when they're assigned to us. Actually, they're performing a vital defense mission, heavily weighted with responsibility. They also have an opportunity to work with jets, R4Qs, helicopters and even light observation-type planes.

"I think we have a wonderful opportunity for NCOs to learn and apply



MSgt. W. E. Kane, left, supervised demonstration of new chute he perfected to help save pilots' lives. Kane is base Crash Crew Chief

shop techniques and factory methods."

Because of the station's remoteness, its exchange is prepared to render more than just the usual shopping services. It has come a long way since it opened on February 15, 1942, when its lone cash register rang up a first day's business of \$2.50.

"The first thing I did when I took over," said Major R. W. Baker, exchange officer, "was to tear down the *No Refund, All Sales Final, and Please Examine Merchandise*, signs. Our exchange now gives its 'stockholders' a

100 percent guarantee. If you buy a steam iron or any item in our exchange and it fails, we don't ask you to send it back to the factory. We take care of it, and replace the item. Our policy here is 'kill 'em with kindness' and no sale is final until the customer is fully satisfied."

The major admitted he was unsure at first about the unique plan. "But Marines have responded admirably and have not abused the new policy. Customers have brought back less than \$50 per thousand," the major related.

and that included items purchased during the Christmas season. "In fact," he added, "we ran an ad in the *Windsock*. 'Don't be bashful,' we told them, 'if your gift does not serve the purpose for which it was intended, bring it back.'"

"And," added Master Sergeant Sam S. Aloisio, NCO-in-Charge, "that policy is also in effect for our cleaners. If a garment is damaged or lost, whether it's a Marine uniform or civilian clothing, we'll replace it."

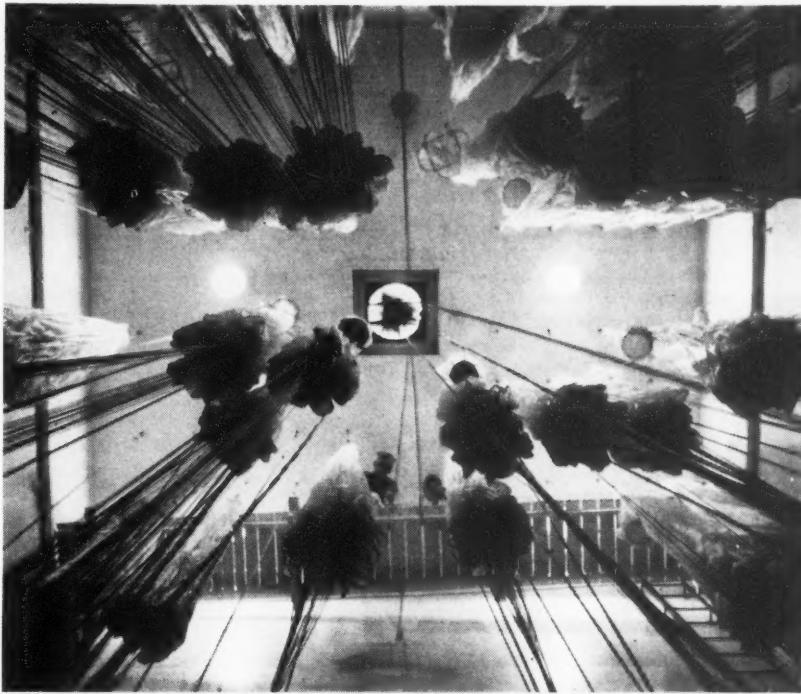
Another feature that Cherry Point Marines appreciate is the shortening of the normal inventory-taking time, and the extension of purchasing hours to a six-day week. By using IBM machines for inventory, the store is now closed only one day each quarter instead of the usual three.

A kiddie's movie, featuring color cartoons, is provided by the exchange, so that mothers may shop more easily. A registered nurse looks after the young 'uns, while Mom may shop from 0930 to 1700 daily or from 0900 to 1400 on Saturdays.

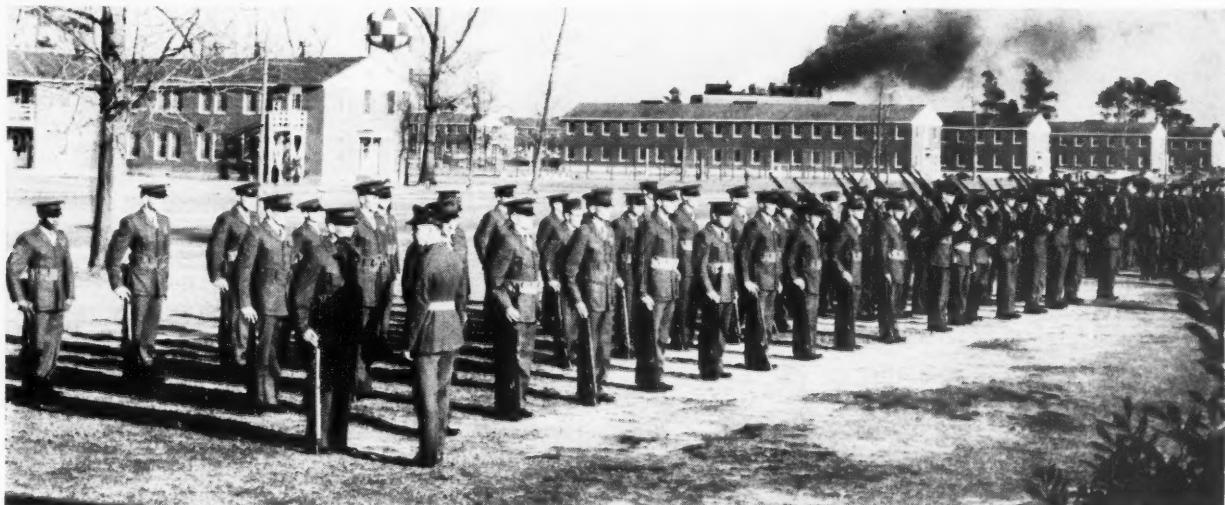
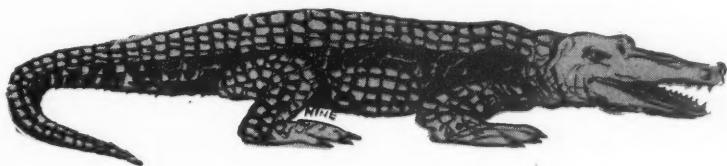
An intensive Special Services program at Cherry Point also goes a long way to help make up for lack of good liberty towns close by, and provides Marines with some wholesome diversion after a hard day's work. Its hobby shop garage, for example, is one of the best in the Corps.

"As far as I know," said Master Sergeant Claude W. McDaniels, in charge of the Special Services Garage, "we have the most modern garage and paint shop (with drying lights) in the Corps. We're set up so a Marine can repair anything on wheels. Lately, we seem to have been doin' more valve jobs than anything else. We even have

TURN PAGE



Pfc. R. Gaumer and Cpl. J. Ellis, parachute riggers, check chutes in the parachute loft's dry locker. The chutes are dried, then repacked



Troops from Marine Aircraft Group 24 stand by for Saturday morning inspection. The barracks, shown

in the background, are Georgian style, Colonial architecture, among the most modern in the Corps

CHERRY POINT (cont.)

mechanics stand by to help in case of trouble."

A stickler for safety, McDaniels personally checks all jacks and hoists to see that they're used properly. "No one has been hurt since I opened this shop," he said proudly.

Another after-hours project is the Star Dusters. They're a group of 32 local entertainers organized by Staff Sergeant Bob Van Nostrand, an airborne electronics operator. His troupe is composed of singers, musicians, dancers and comedians and is comprised mainly of Cherry Point Marines, but is not averse to signing on a qualified dependent. They have presented shows at the Enlisted and Staff Clubs, at hospitals and for church groups as far away as Camp Lejeune and Kinston.

And, to encourage more Marines to participate in intra-mural sports, Cherry Point has dropped its varsity program, and engages solely in intra-mural competition. "This," explained a high ranking officer, "gives everybody a chance to get into the act."

One Marine, however, has been devoting his spare time to perfecting a device to help save pilots' lives. Crash crew training chief, Master Sergeant William E. Kane, has invented a one-man-operated, fireproof chute that can be attached to a flaming jet in seconds. It permits a rescuer to slide a pilot down to safety. "Some pilots," Kane explained, between puffs on his seasoned pipe, "have been hurt more in



Cherry Point Special Services offers a wide range of outdoor sports for base Marines. The golf course is among the best in the Corps

being improperly handled from a plane, than in their emergency landings."

The chute, now undergoing a close look by BuAer, has the full support of safety experts. Ultimately, Kane hopes, his device may be issued to all Marine Corps crash crews.

Kane, with 13 of his 14 years in the Corps devoted to crash crew work, has demonstrated his life-saving de-

vice before the flight surgeon and safety officers, and both gave it their approval.

"I've been thinkin' about this thing for years," Kane related, "and I don't know why it didn't dawn on me sooner." Kane, incidentally, is also in charge of Cherry Point's Rescue School, which offers a two-week course in crash crew work.



A Kiddy Theater, featuring color cartoons, entertains the small fry while parents shop

The commissary, centrally located and well stocked, is a must for most Marine families

At Cherry Point, most Marines are aware that they are performing an important mission in the defense pattern of the nation. A representative-type Pfc is Jimmy S. Adkins of VMF-312, MAG-32. He is a neat, trim Marine, 18 years old, and has been here for more than six months. He has graduated from Airmen's Prep School at Jacksonville, Fla., and Jet Mechanics' School at Memphis, Tenn. "I would rather be doing jet mechanic work," he said candidly, "than anything else in the Corps. I'm a plane captain on an FJ-3 Fury. It's a responsible job, and when commercial aviation begins using jets soon, I should be able to step out, if I want to, into a good civilian job."

"Most of the guys here," he said,



The Hobby Shop's garage is one of the finest in the Corps

"feel that we have a good base, as far as duty goes, but there's not much to be said for the liberty. At Memphis . . . good liberty. Here at Cherry Point . . . no big towns. If we just had a town something like Memphis to pull liberty in, I think I wouldn't mind spending the rest of my time here."

Pfc Ron G. Gaumer, who works in the parachute loft, agreed, in general, with Adkins' views on the base. Gaumer performs vital work, re-packing parachutes. Every 60 days, he said, all parachutes are gathered in, opened, and hung for 12 hours in the loft. Forced warm-air drying removes the moisture that nylon absorbs from the atmosphere. After the chutes are checked, they are re-folded and re-issued.

To help keep pilots at their best, G-3 has directed that at least once every two years, they must receive low-pressure (decompression) training. Lieutenant Kenneth Dickerson, USN (Medical Service Corps), in charge of the unit explained, "This process is used to indoctrinate Marines to high altitude conditions." The \$50,000 device, which has an 11-man capacity, is called a low pressure chamber and creates a partial vacuum. The men inside, when directed, disconnect their masks. "This," said Lt. Dickerson, "allows them to recognize symptoms of hyper-ventilation, or lack of oxygen." Some of those symptoms are nausea, dizziness, blurred vision, mental confusion and loss of coordination. The entire tests last for about three hours and are usually preceded by film instruction and lectures

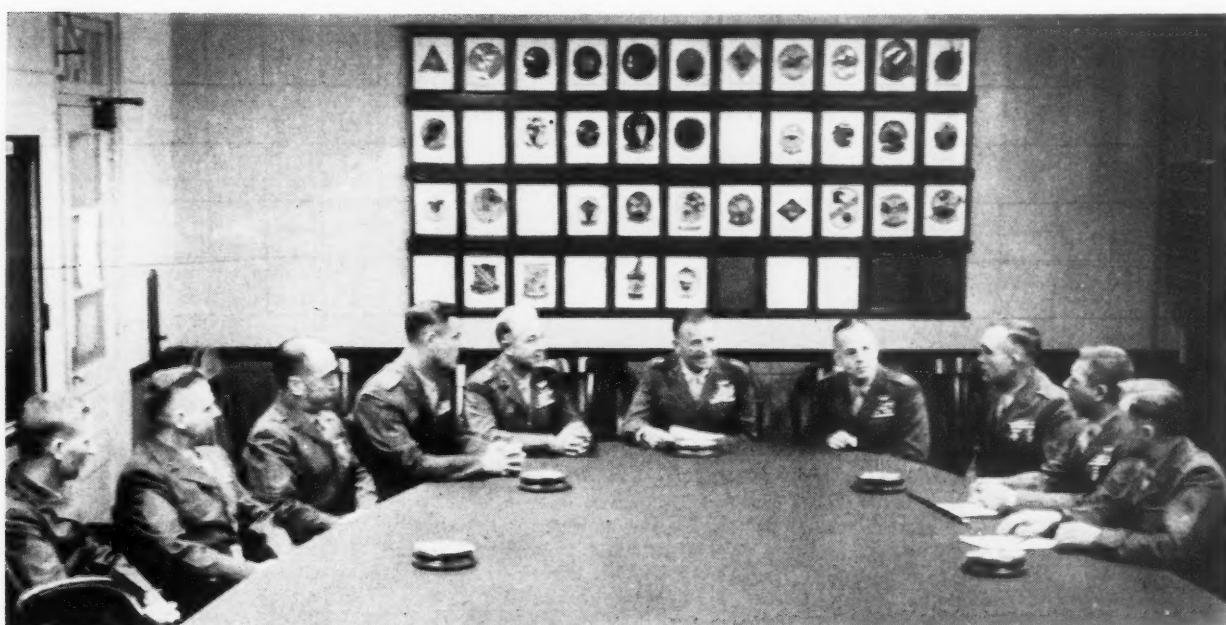
by medical personnel. Approximately 45 minutes are spent in the decompression chamber.

When the men are inside the chamber, which is monitored by a technician, Lt. Dickerson usually fires questions such as "What's your service number backwards? What's eight times nine?" Answers become slower and more hesitant as the simulated altitude increases.

Another device to check out pilots on seat ejection uses less than half of a normal charge of powder to lift the pilot at the rate of 60 feet per second, which is time enough to clear any tail section the Corps now uses. Although the pilot never leaves the \$15,000 training device during the test, extreme care is used not to keep old charges around since its capability becomes uncertain if it's old, and too much force may then be expended.

According to First Lieutenant E. F. Healy, in charge of Housing and the Joint Reception Center, temporary housing is immediately available. For two-bedroom units, an average wait of two weeks is necessary. Three bedroom quarters take a few weeks longer. Lt. Healy also communicates with every Marine ordered to Cherry Point, giving him base information and as much data as possible about the man's future assignment.

This concern about a Marine's welfare pays off. However, the Marine Corps has not yet created any large liberty towns outside the main gate, but it's gone a long way to make the tour of duty more pleasant. **END**

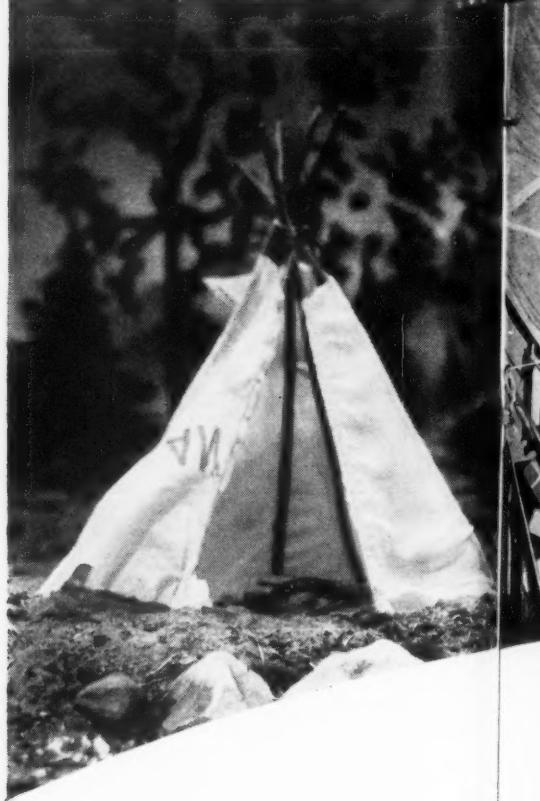


Brig. Gen. E. Montgomery, Maj. Gen. J. Munn and Lt. Col. G. Vaughan, Chief of Staff for Force

Aviation, conferred with the sergeants major of the Second Wing, Force Aviation and the Air Station

Save Your Chute!

by TSgt. Robert A. Suhosky
Leatherneck Staff Writer



SOME GAGS have become perennials in the inky world of cartoonists. Certainly the ancient yakker wherein an aeronautical quartermaster hands a parachute across the counter and advises a hapless flyer, "If it don't work, bring it back and get a new 'un!" has run the course several times.

There's a newer, more serious twist to that one these days, according to the staff of the Survival School conducted by Force Aviation, Aircraft, Fleet Marine Force, Pacific, at the Marine Corps Air Station at El Toro, near Santa Ana, California. A life-saving nylon umbrella can still save your life, the instructors insist, even after it has floated you safely to earth.

Among wise birdmen, the word is to save your chute! It's the most important item of survival for anyone forced to bail out of an airplane. Those who have followed the book are still aboard to testify in behalf of the axiom which is constantly stressed by survival specialists.

The school is the only one in the Marine Corps, a fact, no doubt, contingent on its proximity to the deepfreeze training site at Pickle Meadows, near

◀ A three-pole parapent provides protection from the elements



El Toro's Survival School teaches its students to hang onto their chutes, even on the ground

Bridgeport, California, where the students go for their final exams, but enrollment is restricted to pilots and air crew members. Since flying is their business, they're the more likely prospects for a sudden, unexpected parachute journey. Mostly, they are tactical air personnel assembled from both coasts for the two-week course. Susceptible to hostile flak behind enemy lines, they are taught generous segments of Escape and Evasion, and Prisoner of War conduct in case of capture. On the latter, those attending the school get the benefit of first-hand information from Major Jack E. Perry, of Algonac, Michigan, the officer in charge.

On a road-wrecking mission over North Korea, Major Perry was shot down and captured in June, 1951. He was released during Operation Big Switch in September, two years later.

E&E, and the POW sessions—slanted specifically to airmen—eliminate from attendance at the school, the increasing number of servicemen being transported all over the world. It wasn't designed for them. Moreover, most of them are flown in huge transport aircraft where parachutes are not necessary, although some wit has claimed that it is always a good idea to carry your own when playing passenger on a transport plane—even though no one else aboard may be wearing a chute.

That way, you don't have to be polite and wait for anyone else to beat you out the door in case of an emergency.

Still, you could find yourself aboard an airplane where, perish-the-thought, an order is given to truss up in a chute. Owing to onerous and always, unforeseen, events, you might even have to jump. If and when you do, it might be an excellent idea to forget about the few thousand feet separating you and mother earth and begin concentrating on what you are going to do with that chute once you touch the deck. Chances are, you'll seldom have to step off directly above a plush Miami Beach resort hotel, and land in soft sand.

More than likely, your exodus will be over rugged country. You'll have to rely on your chute and it won't make much difference whether you're lost in a snowy clime or lounging lonesomely on a desert. That parachute will suit innumerable situations.

Not even a survival expert like Technical Sergeant John E. Melby, of Elcho, Wisconsin, would attempt to total the uses to which a parachute can be put. Melby has been an instructor at the survival school for four years. "You can do just about anything you want to with a chute," he said.

Take, for instance, the shroud lines which suspend a jumper from the canopy. There are 28 of them on a parachute, each 20-feet long. A shroud



line consists of a woven case and seven twisted threads; each thread consists of three smaller threads. String-savers can have a field day. You might want to do other things.

One complete shroud will lift about 200 pounds.

It will snare anything from a "mouse to a moose."

Waxed, one thread makes an excellent fishing line.

Got a rip? Use it for mending, or making clothing.

Tie a stout stick and a sharp stone together with it and you have a handsome ax, ala Alley Oop.

When caught in a blizzard, it'll make webbing for snow shoes.

Boil it 20 minutes before using it as a suture.

Use it to make packstraps or packboards.

Pitch a tent, make sails, and so on—endlessly.

SAVE YOUR CHUTE (cont.)

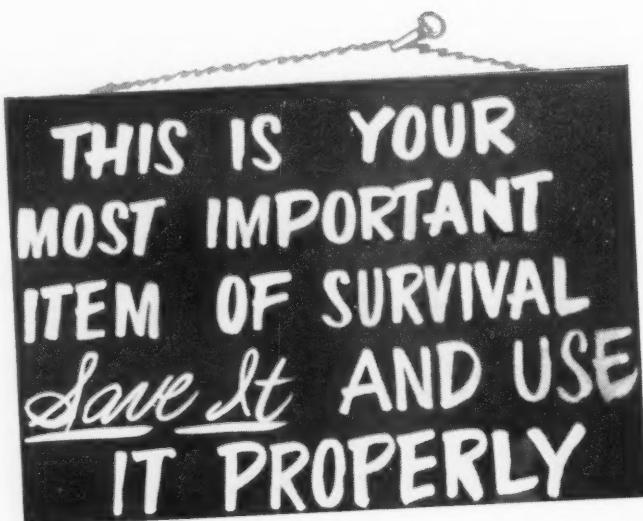
Outdoorsmen who are downed in the boondocks could arm themselves with a hunting ax and a fishing pole. This equipment can be augmented with a slingshot, fashioned from a sturdy forked stick, elastic cord from the parachute pack and a small piece of harness webbing. After a bit of practice, he could slay birds, rabbits and squirrels. A pleasant day in the woods, if a man's life—your life, perhaps—were not dependent upon it. Survival, even today, remains the oldest problem in the world.

However, you, personally, may have difficulty in catching your chow on the hoof. Your aim may be awry, or as a slingshotter or tomahawk marksman, you may be the world's worst. Don't worry. You'll not go hungry if you know how to lay your parachute across the landscape as a panel marker for an air drop. Dinner probably will not be under glass—those air drops settle with a jolt—but it's better than stewing a boondocker.

Versatility as demonstrated by the useful application of shroud lines, ap-

plies also to the chute itself. It can be turned into clothing or a make-shift home. With nylon cloth and webbing or canvas, you can dress your feet in puttees. They'll keep sand and snow out of your shoes and protect your legs against bites and scratches. By wrapping four thicknesses of chute cloth around your feet and encasing them in halves of canvas cushion covers, you've got a pair of mukluk boots.

On the desert, fold two thicknesses of chute cloth into a triangle, drape it on the noggin and secure it with coiled shroudline. The result is a balmy bonnet which would have done justice to Lawrence of Arabia. Against the sun, make a nylon neck cloth. Or a face cloth which offers protection from wind, blowing sand or—in another climate—snow. A short length of harness webbing with two eye slits, secured about



These pilots shouldered their gear and marched up a snow-covered mountain to practice survival

technique. The versatile chute can be used in hundreds of ways to ease life in the wilderness

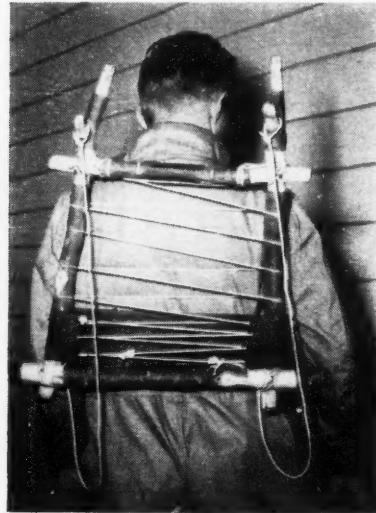
the head with round elastic cord from the chute pack does equally well in combating sun glare or snow blindness.

During War II, several instances were recorded of flyers who carted their chutes home with them to make wedding dresses for their best gals, but nowadays there'll be no more of that. The Navy stamps their trademark indelibly on each panel, but this doesn't affect a parachute's home building qualities in the least. A little effort will make a three-pole parapent, a paratreepee or a lean-to. Paratreepees, it should be noted, require 14 segments of parachute, but the finished construction is the only fabric shelter in which

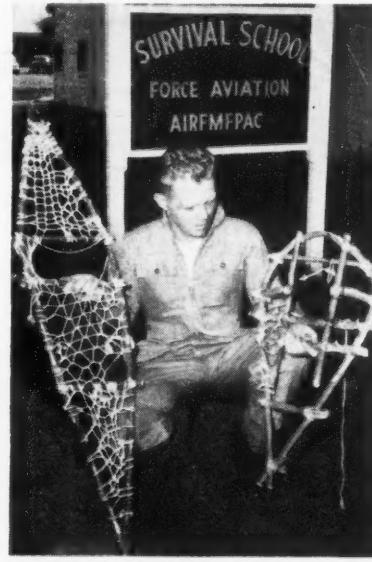
an open fire can be operated efficiently.

Those who disdain snakes, can try the parahammock, generally made of 12 panels of chute folded three times. Four more panels will furnish a rain roof. This model requires agile maneuvering.

Types and construction of improvised shelters taught at El Toro play an important part in the cold weather survival portion of the course staged at the Meadows. Students spend six days high in the Sierra range at a proving ground which has gained a reputation for being tougher than Korea, weatherwise. There they build their shelters from part of a parachute—each man



Four sticks laced together with shroud lines make a packboard

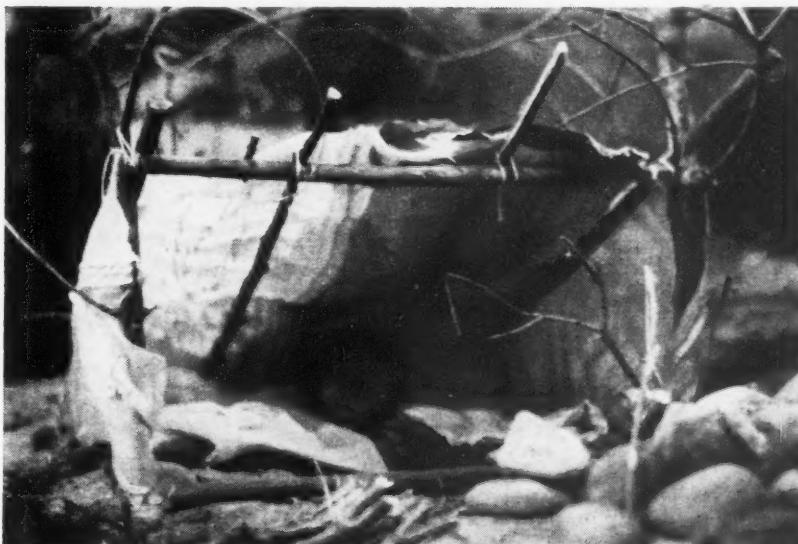


TSgt. J. Melby demonstrated some do-it-yourself snowshoes



Major J. Perry is O-in-C of AirFMFPac's Survival School

If you don't have time to make a parapent, a lean-to may do



draws seven panels, four shroud lines and a U-strap as part of his cold weather issue. Those who have listened well in the classroom have little trouble in the field.

Crux of the course comes when the students are turned loose at dusk with orders to be in camp 12 hours later. Theoretically, they are in enemy territory, attempting to make their way to friendly lines. The actual distance to be covered is seven miles through wild snow-carpeted country. Trained aggressors, who are at home on skis or snowshoes, harass the students throughout the night, try to capture any or all of them and send them back to the starting point. After tramping all night, it is distressing to be nabbed just short of the front door.

Students usually break into small two- or three-man teams while at the Meadows, a move which gives them more latitude—and more parachute—in building shelters to stave off the cold and the biting snow. Style and comfort are a matter of individual taste but the diggings have to be of chute construction. It's good practice.

It is improbable that you will have an opportunity to take full advantage of the valuable advice set forth in this article, unless you take the matter upon yourself the next time you are winging somewhere on a transport plane. Just nonchalantly open the door and step d

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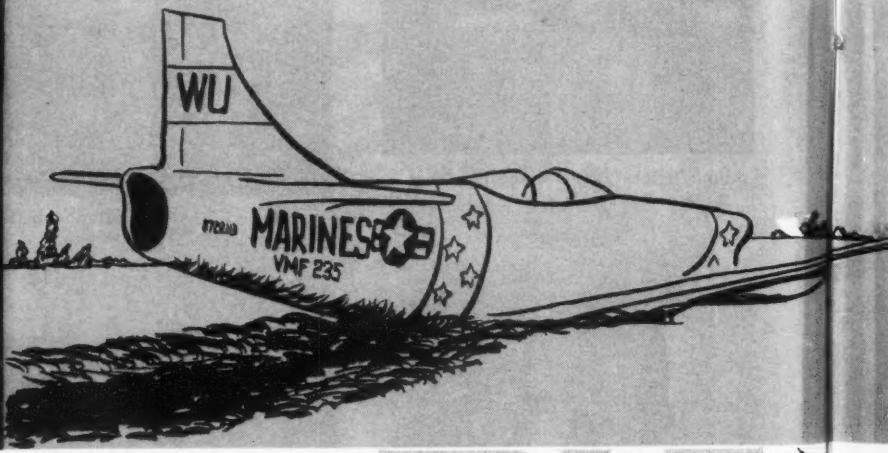
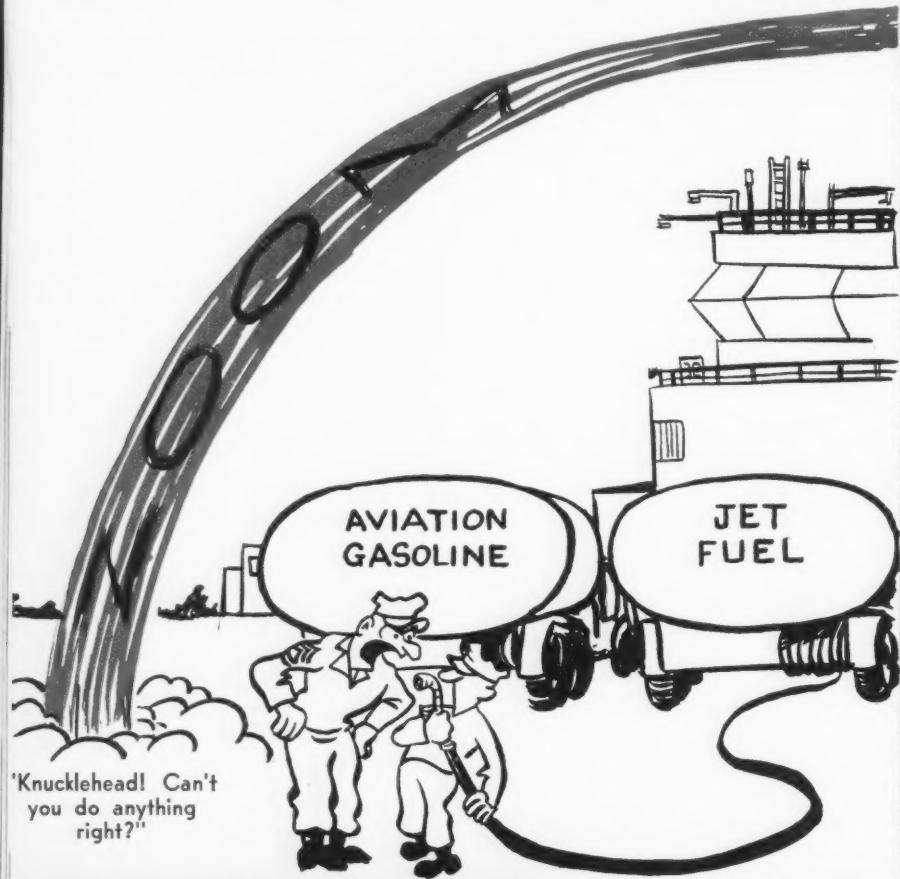
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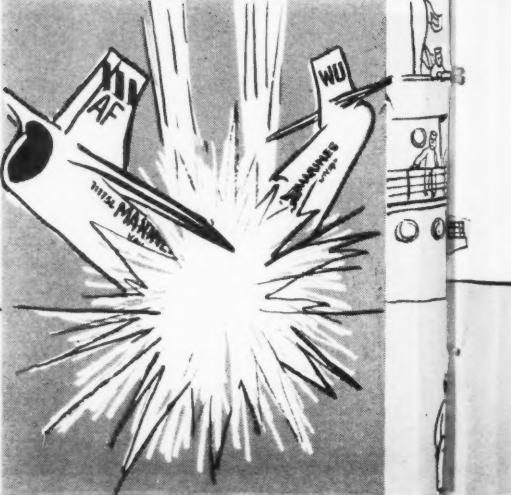
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However, don't leave the plane without a chute. It would be impractical to try the survival tips mentioned here without one.

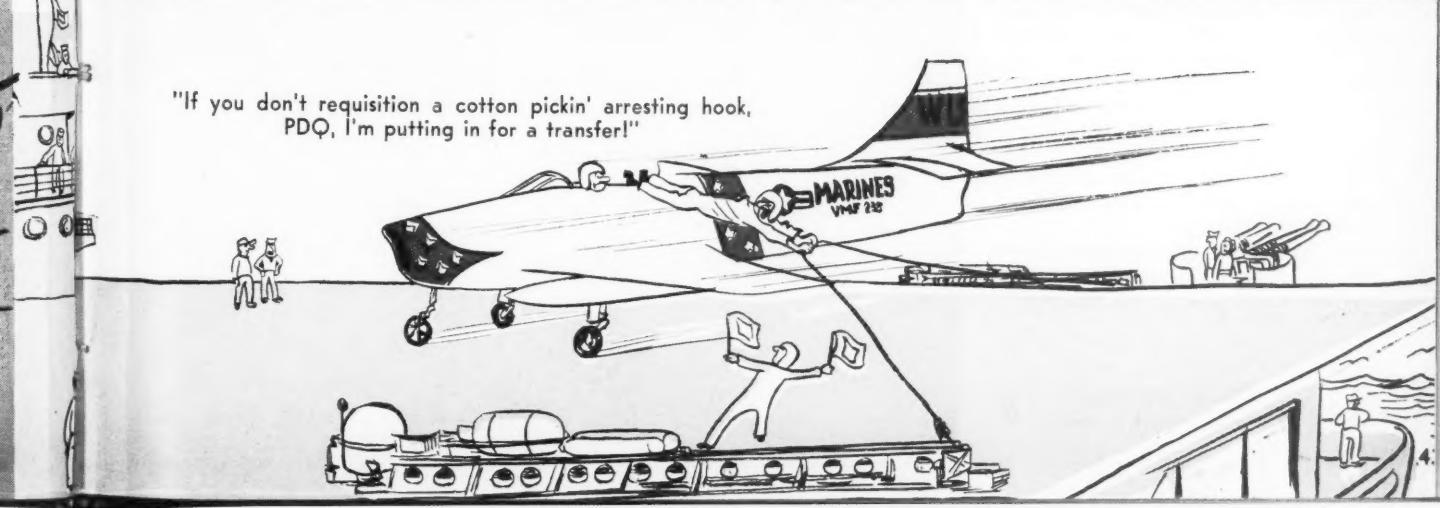
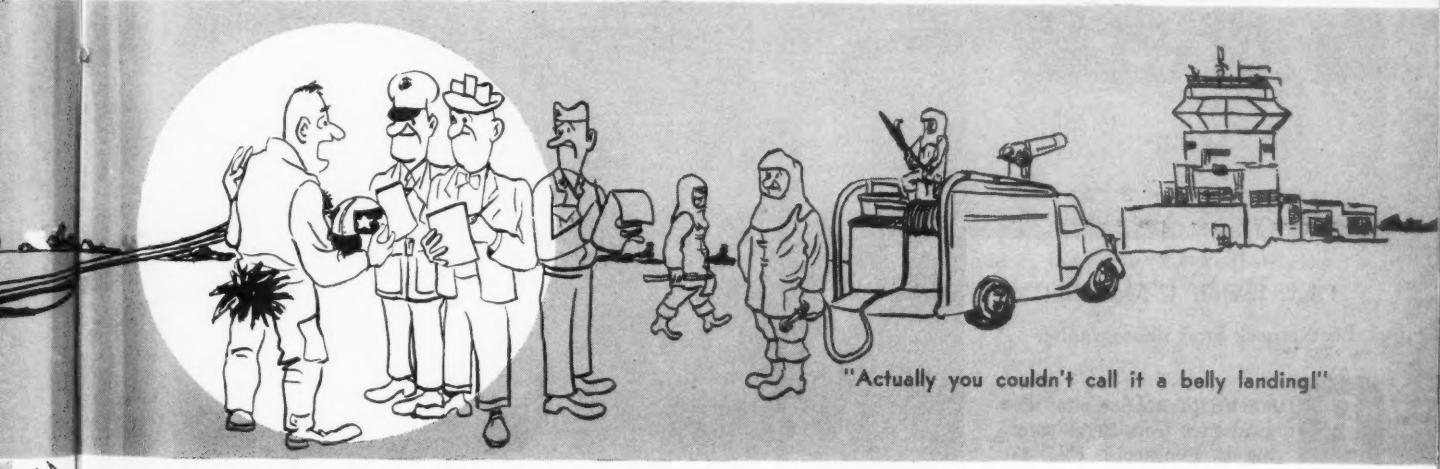
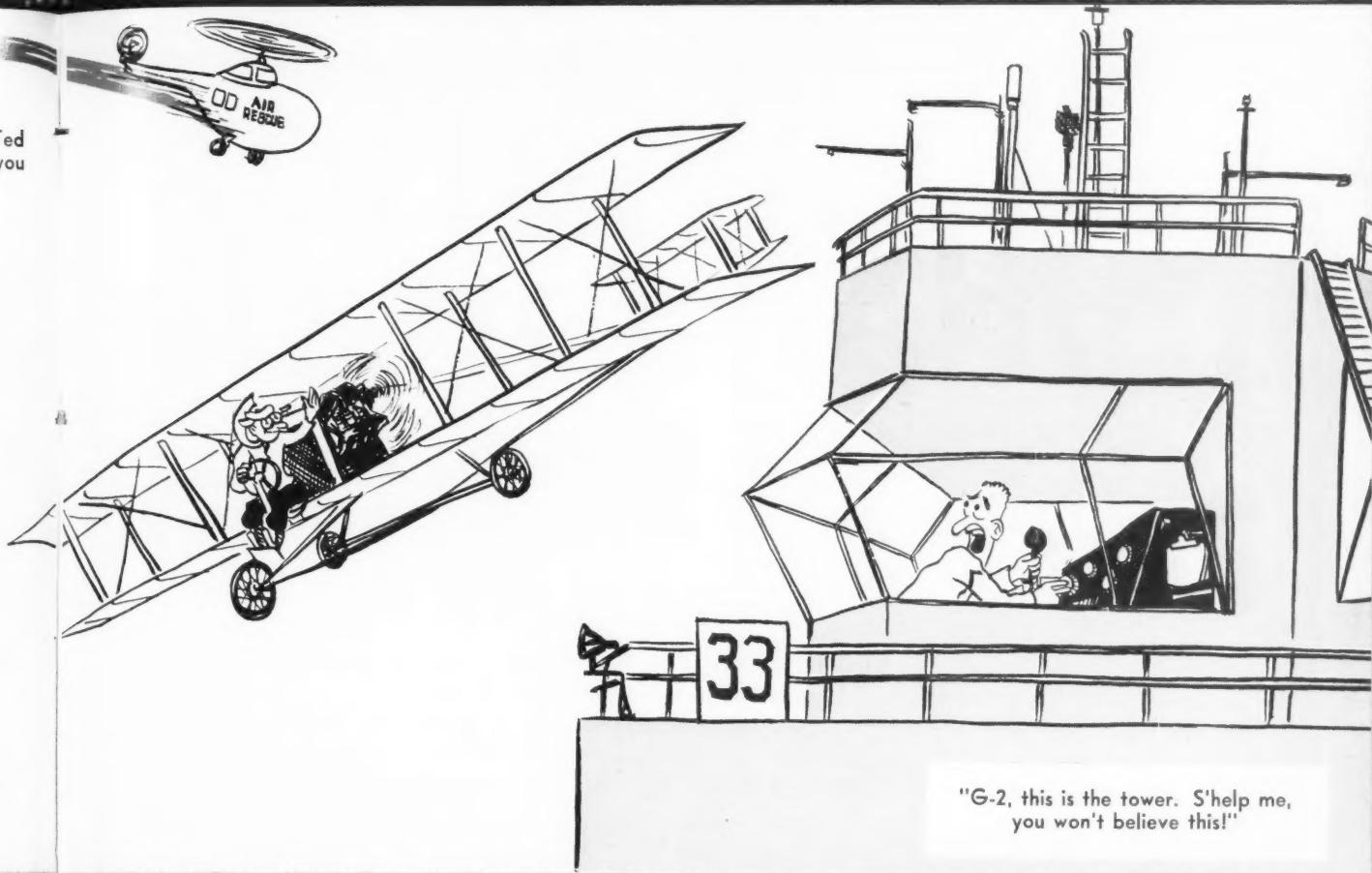
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Hi-Ho, daddyo. Lt. Jetblast 'Leary zooming aboard. How about fixing up this red hot tiger with a real cool flame Jenny? Over."



I Ted
in you



aviation fundamentals school



by TSgt. Paul C. Curtis
Leatherneck Staff Writer

Photos by
TSgt. Joseph J. Mulvihill
Leatherneck Staff Photographer

FOR EVERY Marine pilot who graduates from flight training at Pensacola, Fla., the Marine Corps must train 10 enlisted aviation technicians. For every squadron pilot who flies, at least six well-trained specialists are required to service, repair and maintain his plane in A-1 flight condition. For every new, complicated and power-laden aircraft which is accepted for use by the Marine Corps, there are new tools, complex manuals and up-dated servicing techniques to be acquired, developed or assimilated by the aviation technicians.

While every Marine is basically a

MSgt. Cecil Moore explained a centrifugal flow aircraft engine





Electronics Group trainees enter into a new world of "little black boxes" and radar scopes. Actual aircraft

installations are used to familiarize the students with the specialists' jobs they will perform in the ET rates

rifleman and must be schooled in the fundamentals of field service at the recruit depots and individual combat training units, the aviation technicians need a boot camp of their own. The increasingly important and expanding aviation occupational fields require that new men coming into the field must be sufficiently motivated and well grounded in the fundamentals of their technical rates.

Aviation boot camp is located at the Naval Air Station, Jacksonville, Fla. It is formally titled the Aviation Fundamentals School (Class P) and it is the only school in the Naval Air Technical Training Command that is completely staffed and operated by Marines. The six-week, 240-hour course of instruction is only the first step toward the goal of becoming a qualified

specialist in an aviation occupational field. It could be called an elementary school for the high school (Class "A" schools) and colleges (Class "B" schools) which follow.

Aviation Fundamentals School is under the operational control of the Naval Technical Training Center, Jacksonville, but the students and the 126 Marines it takes to operate the school come under the administrative personnel control of the Commandant of the Marine Corps. As such, they fall under the command of Lieutenant Colonel Frank R. Porter, Jr., commanding officer of the Marine Aviation Detachment, Naval Air Station, Jax.

Marines assigned to the school as instructors are generally staff noncommissioned officers with more than a decade of experience in their respective

fields. Nearly all of them like the duty and find Jacksonville "a good place to live and work." There are some quarters available aboard the station but most of the married Marines rent civilian housing or buy homes of their own. The cost of living is no higher than in other large military service areas and the year 'round mild climate is pleasant.

There is one universal complaint among the instructors; they don't like to be separated from their specialty for long periods. The tour of duty averages between three and four years. During that length of time, the fast moving aviation field can leave them far behind. To alleviate this problem, Major Harry B. Stuckey, officer-in-charge of the school, has set up a refresher course which the instructors

TURN PAGE



Jacksonville's operations tower gave Ppts. Frances Kearney and Margaret Rippa an idea of the future



The proper use of tools is important to all rates. This class of mechs learned how to use hacksaws

FUNDAMENTALS (cont.)

attend periodically. This helps them to keep abreast of the general developments in their fields.

The students are organized into regular companies with officers and permanent personnel of the school's complement filling the staff positions. Twice each week, Lt. Col. Porter inspects a portion of the command and once each month there is a parade and review for all hands. The permanent personnel spend an hour and a half each week learning the 13-man squad drill and everyone—students, instructors and administrative staff—participates in the Marine Corps' physical fitness program. Twice each year they are tested to see how they measure up to the prescribed standards.

At the Aviation Fundamentals School, instruction, in the sense of teaching a skill, is not the mission. The school is more concerned with making the student aware of the entire structure of Marine aviation, interesting him in a particular phase of aviation, and learning enough about the individual to guide him properly in the right direction.

"One of our primary missions," said Lt. Col. Porter, "is inculcating into the individual Marine a strong desire to serve the Marine Corps in the Aviation Branch. Once the man is sincerely motivated, he is a better student and eventually a more valuable technician." Motivation is not only the key for making the individual a better



All students are thoroughly indoctrinated in aircraft familiarization. MSgt. Ernie L. O'Neal instructed this class on carrier operations

technician but it also serves to help keep him in the Marine Corps after he has been trained. The staff of instructors work constantly to develop a strong sense of loyalty to the Corps, as well as trying to instill a deep and lasting interest in a particular field.

An average of 146 new students arrive at the Aviation Fundamentals School each week. Every class includes four or five Women Marines and a few rated Marines who have reenlisted

for a retraining assignment. Most of the new students are non-rated men fresh from individual combat training at Camp Lejeune and Camp Pendleton. Except for the handful who fail to graduate, they leave as Pcs.

A new class starts on schedule every Monday morning. Graduation exercises are held every Friday for the students finishing their six-week tour. The turnover of students is continuous and more than 7000 pass through the portals

in a 12-month period. Even so, enough skilled mechanics, hydraulics men and electronics technicians are hard to come by and even harder to hold.

The morning of the first day on schedule is filled mostly with welcoming addresses and incentive speeches by Lt. Col. Porter, Major Stuckey and the company officers. During the afternoon, the students are given the U. S. Navy Vocational Interest Inventory examination and the Navy Mechanical Aptitude Test. The latter test measures mechanical aptitude to a more concise degree than the pattern analysis portion of the Marine's General Classification Tests. The vocational interest inventory and mechanical aptitude tests form the basis for dividing the new class into a mechanical group and an electronics group and furnishes a four-man team of civilian vocational guidance counselors with information to help channel the student into the field for which he is best fitted.

A test of simple mathematics is also administered during the first day on schedule. For students who fail this test, night classes are held two evenings each week until they have learned

enough to understand and absorb the high school mathematics and physics which follow in later weeks. It is necessary for both groups (mechanical and electronics) to have some mathematical background.

The Aviation Fundamentals School has four main objectives: To provide the individual with the basic knowledge and skills required for entrance into a Class "A" school; practical information required to work in an aviation MOS; general knowledge of each aviation occupational specialty to enable the student to choose a rating in which he is most interested; and guidance of the individual into the field for which his background, ability and interest best suit him. While all of these objectives are separate, they are closely allied and point in but one direction—fitting the round peg into the round hole.

Even though the class is divided into two main groups on Wednesday of the first week, there is a common core of instruction which both groups follow. This includes airman qualifications, moral guidance and assignment counseling in addition to the introduction addresses and testing procedures on the first day.

Common core instruction, plus aviation rating familiarization, is the first phase of the six-week course. Airman qualifications is the most important segment of this phase and uses 51 hours of classroom study and practical demonstration. It includes aircraft familiarization, safety awareness while working around aircraft, fire fighting, and

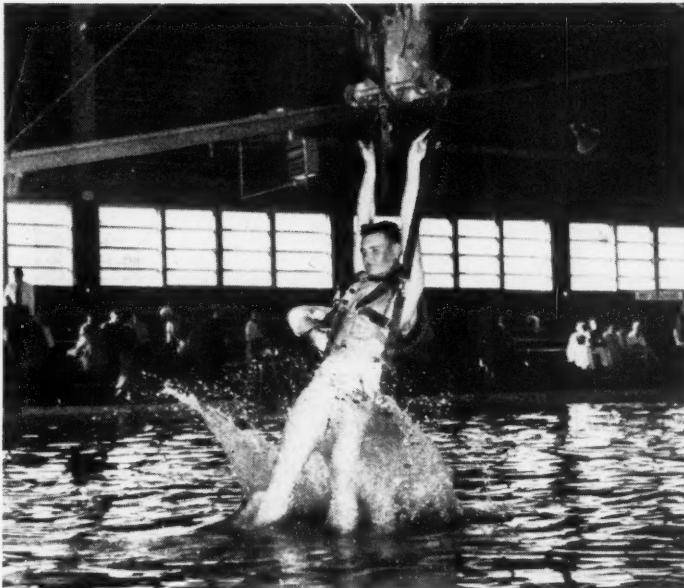
survival of the individual after bailing out of an aircraft in distress.

The second phase leads the students into the basic manual skills of either the mechanical or electronics occupational group. The mechanical group is indoctrinated in sheet metal fabrication and metal working while the electronics group learns simple soldering, safety wiring and splicing of electrical cables. Both groups receive practical demonstrations on the use of the hand tools peculiar to their fields.

Phase III is the academic portion of Aviation Fundamentals and provides 100 or more hours of training for each group. Both groups study mathematics—the mechanical group through high school algebra and the electronics men through trigonometry. The future radar operators, aerographers and aviation communicators move into physics and study matter and energy, force and pressure and theories of light and sound. The engine mechanics, metal benders and hydraulics men study matter and energy and force and pressure but do not delve into the light and sound theories.

Both groups are instructed in the fundamentals of electricity during the sixth and final week. The electronics group receives 70 hours of instruction on this subject while the mechanical group receives only 25 hours.

During the six weeks the trainee is undergoing instruction at Jacksonville, he fills out three choice sheets, indicating his interest in a particular MOS. During the final week he is interviewed by (continued on page 96)

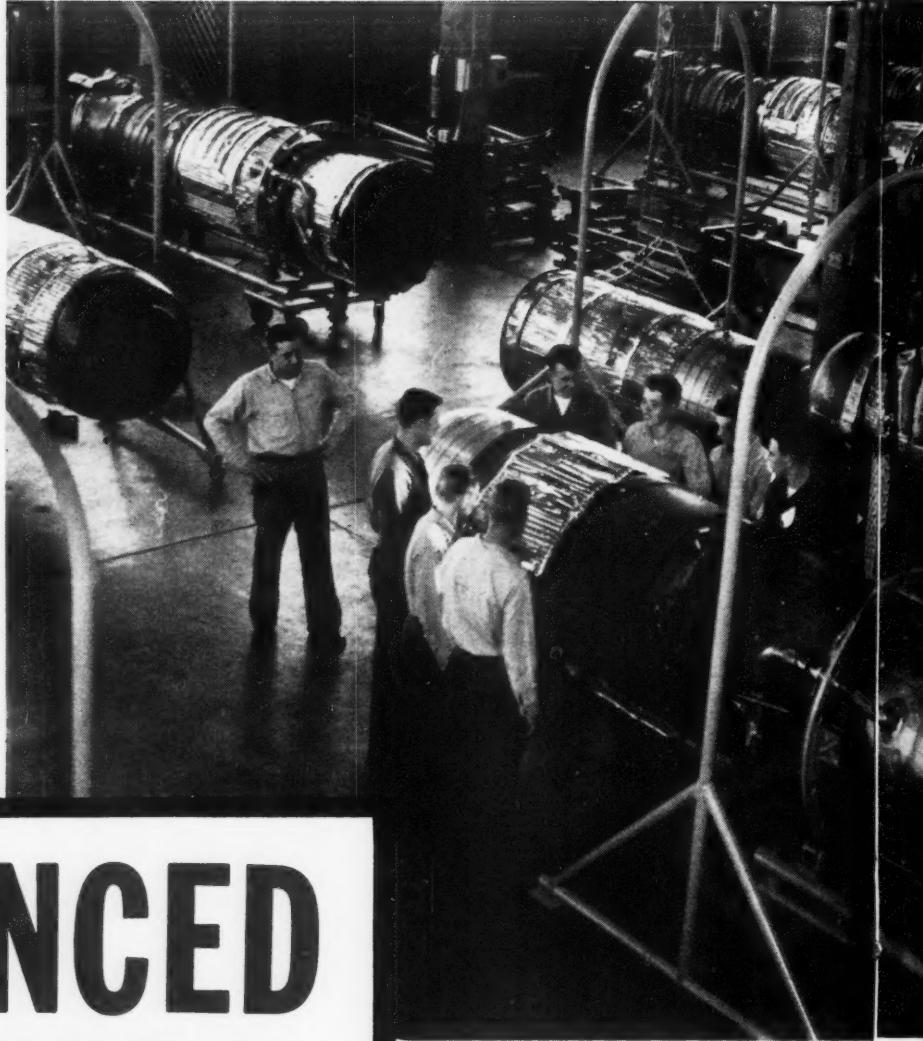


Parachute harness and special equipment were used to teach students how to survive if forced to bail out of an aircraft



Lt. Col. Frank Porter presented diplomas to Pvt. Guy Davis and Cpl. George Sipe

Accelerated training
of technicians puts
Marine specialists into
squadrons faster



ADVANCED COURSES

by TSgt. Allen G. Mainard
Leatherneck Staff Writer

AIRPLANE drivers are an envied lot. They draw extra pay, wear flashy hard-hats and blast around the sky nonchalantly at speeds which almost sound ridiculous. When they have their pictures taken they are usually posed by the gleaming nose of a jet with their eyes to the sky.

It looks like an exciting life.

In the background—usually out of camera range—is a group of slightly greasy and equally nonchalant Marines. If they appear to be a mite smug, it's only because they know that the airplane driver needs and appreciates them even though, at times, he may seem to take them for granted. Without his

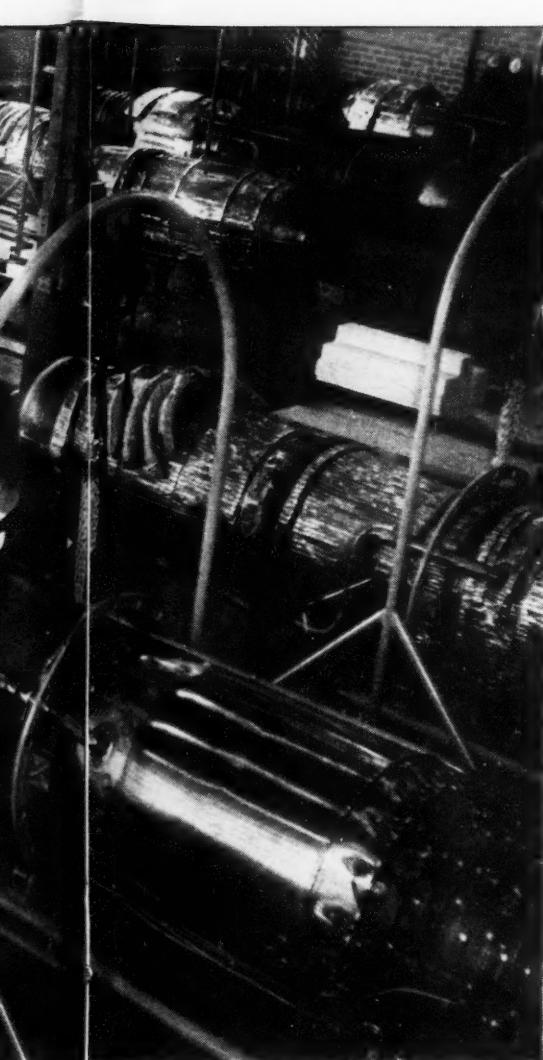
ground crew he is just an earthbound flyer, sitting in the middle of a million dollars worth of metal and glass.

It takes plenty of men on the ground to keep the pilot's ship performing safely and efficiently. Developing a jet mechanic, a structural or hydraulics man or an electronics technician is a costly, important business with the Navy and the Corps. Back in the "old days" of aviation, learning to repair and maintain aircraft was strictly an on-the-job affair. Of course, they flew lower and slower and the airplane's potential had not been realized.

During World War I, the "bailing wire and chewing gum" stage, almost anyone who could tinker successfully

Photos by

SSgt. Woodrow W. Neel
Leatherneck Staff Photographer



with an auto could service a plane. By the time World War II began, unbelievable strides in aviation had been made. The planes were bigger, faster, and far more important to the overall tactical picture than they had been in the days of the Argonne. However, knowledge and training remained basic since the services didn't have the time to set up long-term schools to train their crews. New planes and equipment went straight to the combat units and the crews learned to service them with manual in hand on the flight line.

The big change came toward the end of WW II when the jet came into being. The planes started flying faster, higher and became too expensive to risk in the hands of untrained or semi-skilled maintenance personnel.

Nowadays, it takes a lot of know-how to shepherd a supersonic charge. Rear Admiral Frank Akers, Chief of Naval Air Technical Training, stated:

"The rapid transformation of naval aircraft from subsonic to supersonic speeds, the greatly accelerated use of missiles, and the introduction of nuclear power has made the supplying of highly trained technicians to all branches of Naval Aviation more important today than ever before in history."

Boiled down, it means that the aviation ground crewman is becoming more and more important to the Marine Corps and Navy. Without him,

no planes will fly. The problem is becoming more acute since it takes weeks of school to give each man the basic knowledge he needs, and additional months of on-the-job training under close supervision in the field units to turn out a well-trained crewman.

The bulk of the school training takes place at the sprawling Naval Air Technical Training Center just outside Memphis, Tenn. Here some 5000 Marines and sailors go to class daily. The Navy considers the center the "mother ship" of the aviation ground crewmen.

Chief Warrant Officer Edward C. Needham, a member of the Marine Aviation Detachment at Memphis, said, "I wish they had had all this in '34 when I got into aviation."

Twenty-two years ago when the then Corporal Edward Needham reported to the Air Detachment at the Long Beach, Calif., Municipal Airport, Marine ground crewmen had to play it completely by ear. Their instructors were self-trained and passed on what knowledge and technique they possessed. The same situation rocked along until 1942, when the Naval Air Technical Training Command was established in Chicago. In June of that year, a group of Navy officers and enlisted men had broken ground in a desolate Shelby County weed patch near Memphis, and six months later were sending trained mechanics, ordnance men and gunners

TURN PAGE



Under the SESR program, "A" School students are trained to service only turbo jet or piston engines



Students studying the aircraft structural techniques must also know how to maintain the control system



Marines working with non-metallic materials are shown the danger of carelessness in their work



Only the electronics courses have not been adapted to the SESR program. Students take the full course

ADVANCED COURSES (cont.)

to the fleet. During most of WW II, the headquarters of NATTC was at Pensacola. At the end of the war it transferred to Memphis and now controls 54 schools and courses scattered through eight states.

A major change took place in aviation training in 1956, when the Navy adopted the Selective Emergency Service Rate program. The basic idea of SESR is to cut down the time it takes to train a technician by giving him training in one specific phase rather than several. In the past, for example, trainees in aviation mechanics received training on both reciprocating and jet engines; now they train either on "recips" or jets. This cuts down the training time and provides the student mech with specific skills required to service a particular type of aircraft. And, according to the experts, it also gives a man a better chance for promotion.

The basic training for crewmen begins in the "P" Schools at Norman, Okla., and Jacksonville, Fla. While this might be called the "elementary" school of aviation, it corresponds roughly to the first semester of college work because the number of hours of training the student receives is equal to the number of hours the average college teaches in the first term.

The many aviation specialties open to the trainee are separate and distinct courses, yet all of these technical trades dovetail.

Seven factors determine which of the

specialties the student will eventually enter. First, the score on the Navy Basic Test Battery; this series of tests grades him in intelligence, arithmetic, mechanical and clerical ability. Physical fitness plays an extremely important role; age, previous education and command of the English language are also important. The man's general conduct, previous experience and civilian training are given careful consideration. Of course, there is always the possibility that the particular course the student wants is not available due to a previously-met quota.

The "P" School trainee studies a variety of subjects, physics, math, blueprint reading and others. Daily grades and the results of periodic examinations help determine which of the "A" Schools he might be ordered to attend.

Marine Corps Order 1500.6, Formal School Training, Fiscal Year, 1957, lays out the requirements for entering "P" School, which is open to non-rated personnel. It also covers every school Marines can attend.

After completing the "P" School course the majority of the students are assigned to one of the "A" Schools at Memphis. The "A" School is considered the "basic" aviation school since it provides the trainee with the basic knowledge needed in the various specialties. This "basic" knowledge is complete and complicated, however, and book-cracking is necessary in large amounts to pass the courses. The school also gives the man the skills necessary for promotion to the rank of sergeant.

There are nine "A" School courses

and four "B" School courses open to Marines at Memphis. These cover the three basic aviation groups—mechanics (AD), electronics (AT), and hydraulics and structural skills (AM).

The "AM" Schools train approximately 1050 sailors and Marines a year. Here the students receive the most diversified training of any enlisted school in Naval Aviation. The courses equip the students with both the comprehensive and theoretical training necessary to maintain and repair the structure of aircraft from firewall to tail hook.

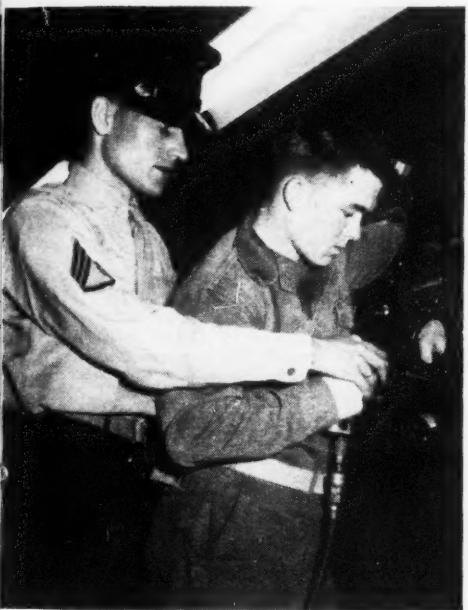
AM(B) School for rated personnel is a 24-week course, divided into six phases. The training covers fundamentals, aircraft metals, welding, non-metallic materials (mainly plastics) hydraulics, airframe and operational maintenance and repair. "B" School courses are all-inclusive, and only the men with a great deal of experience can possibly pass the course. Navy and Marine personnel who attend these advanced schools are usually on their third or fourth hitch.

There are two AM courses in the "A" School. AMS(A), a five-phase, 12-week course, is concerned mainly with aircraft structural repair and metal working. Welding, riveting, and plastics, are among the subjects covered. When the students begin their training in the use of non-metallic materials, the instructors usually introduce the subject with a miniature "atom bomb." By mixing some of the chemicals used in plastics work in the wrong proportion, they demonstrate to their students the wrong way to do things. The lesson is

seldom forgotten because the resulting smoke smells like a herd of skunks.

The AMH(A) course lasts 10 weeks and deals with hydraulics. The newer aircraft are using more and more hydraulics systems and this specialty is becoming increasingly important. The students work on three aircraft containing the basic systems. Power systems, landing gear units, actuating cylinders and selector valves study constitutes the major part of the course.

The AT or electronics schools are not yet incorporated in the SESR program.



Structural students also learn various metalworking techniques

Marine students begin their AT training with two weeks of theory at NAS, Jacksonville, and are then transferred to a six- or seven-week basic course at Memphis. They receive the fundamentals of AC and DC current, basic mathematics of algebra, logarithms, slide rule, tube theory and basic audio and radio receivers. At the end of this phase they go into more specialized training in one of the following: AT-(N)A course, navigational and communications equipment; AT(R)A course, aviation radar theory and equipment; AQ course, aviation fire control equipment; GF course, guided missiles; or TD(A) course on aviation training devices.

The GF and TD courses are 17 weeks overall, while the others run 21 to 22 weeks. The "B" School students spend approximately 40 weeks at Memphis. Only Staff NCOs can attend the school and they must have three years obligated service left and security clearance. The "A" School courses prepare a Marine for promotion to sergeant but "B" School students, with further study, become eligible for LDO status.

The third major category at Memphis is in aviation mechanics. In the past, "A" School students received training on both reciprocating and jet engines. Under the SESR program they now specialize on one or the other. A new course in the school will be in operation soon and the majority of students and instructors will be Marines. This is the AD(H) course in helicopter maintenance and repair. The course was written by Marines and is almost ready.

"A" School students in the turbo jet course spend six weeks at Memphis. They learn to service and replace the

jet engines and are taught the duties of plane captain. One phase of the training is labeled "Jet Power Plants," which includes disassembly and assembly, lubrication system, starting and ignition system, fuel and air systems, centrifugal flow power plant familiarization and compressor design.

The eight-week "A" School course in reciprocating engines is just as complete. Students work only with "recips" and get a phase on aircraft line maintenance.

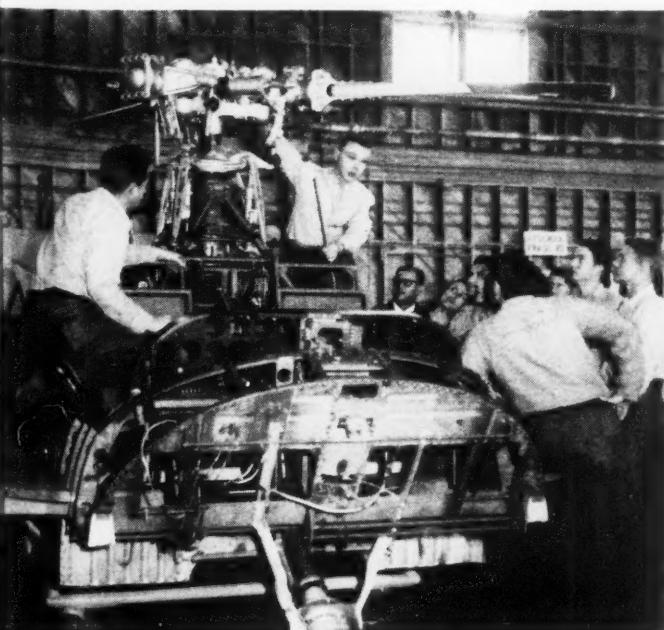
These students don't finish the course as the hottest mechanics to ever come down the pike, but they are specialized in such a way that they can do their work with a minimum of supervision. The time and money saved by getting the necessary technicians to the squadrons, plus the skill and initiative shown in the trainee's work, is an indication to the experts that SESR is a paying proposition.

"B" School students receive both phases of training. Their course is 24 weeks and they must cover a tremendous area during the training.

Other aviation courses at other bases are also open to Marines. One course, for example, is the parachute riggers course at Lakehurst, N.J. Marine Corps Order 1500.6, gives the location, requirements and length of each school available.

It costs the Naval service \$70,000 to train a pilot; several hundred thousand more to buy him an airplane. But it takes seven to 10 well-trained Marines to keep their pilot in the air in an efficiently operating airplane. The cost of training and equipment is high, but so is the caliber of Marines returned to the Wings for duty.

END

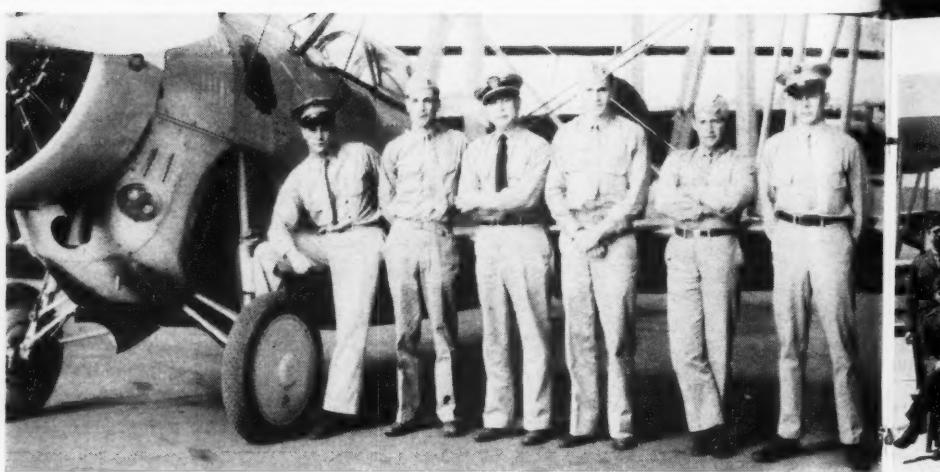


"A" School jet and piston engine students must also learn the duties of a plane captain in the squadron

Marine specialists set up the helicopter schools, the newest in the program, to train "A" and "B" students

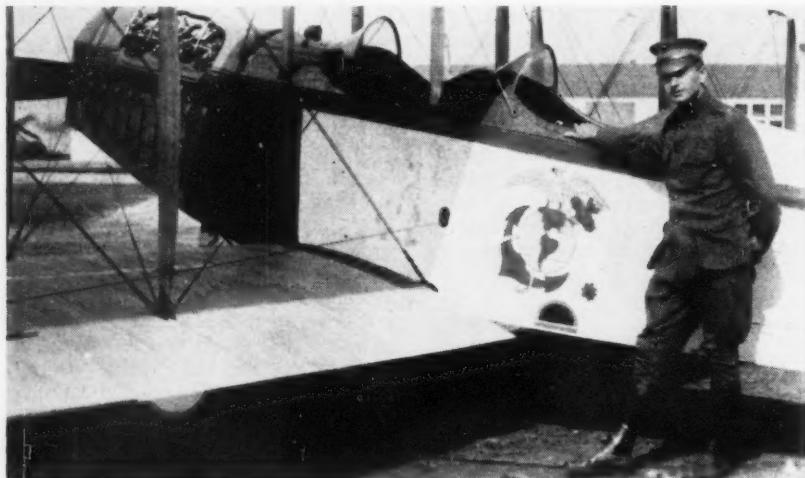
CORPS ALBUM

HERE ARE five more of the Old Corps photos which we will print as a regular feature. *Leatherneck* will pay \$15.00 for old photos of this type accepted for publication. Please include date, outfit, or any other available identification. Mail your Old Corps photos to CORPS ALBUM EDITOR, *Leatherneck Magazine*, Box 1918, Washington 13, D. C. All photos will be returned.



Submitted by Mrs. David W. Huber

Officers of Squadron VO-3MR at Camp May, N. J., in July 1936. Colonel H. D. South is second from right. The plane is an SF-2

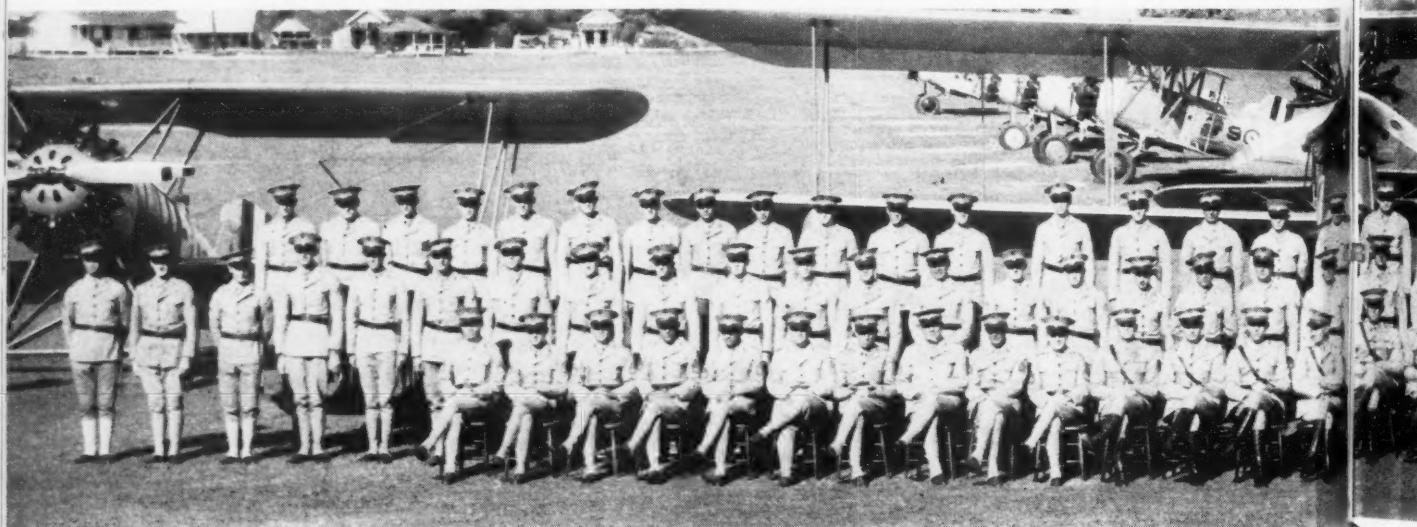


Submitted by Major J. O. Jordan

Colonel T. C. Turner in whose memory Turner Field, at Quantico, was named. The colonel lost his life in an accident at Haiti in 1932.

The avalanche of interesting, rare and unique photographs we have received for this department has been both overwhelming and gratifying. However, among the submitted pictures we are finding that many readers are sending old photo postcards and clippings from magazines and other publications. Unfortunately, we cannot undertake to reprint this type of material because, in most cases, it is protected by prior copyright.

Then, too, readers have been sending fragile, brittle photos. Although every care is given to these age-old mementos here at the office, some of them have been damaged in the mails before they reach us. For this reason, we suggest that all submitted photos for Corps Album be carefully wrapped and well-protected by heavy cardboard backing or tubing.

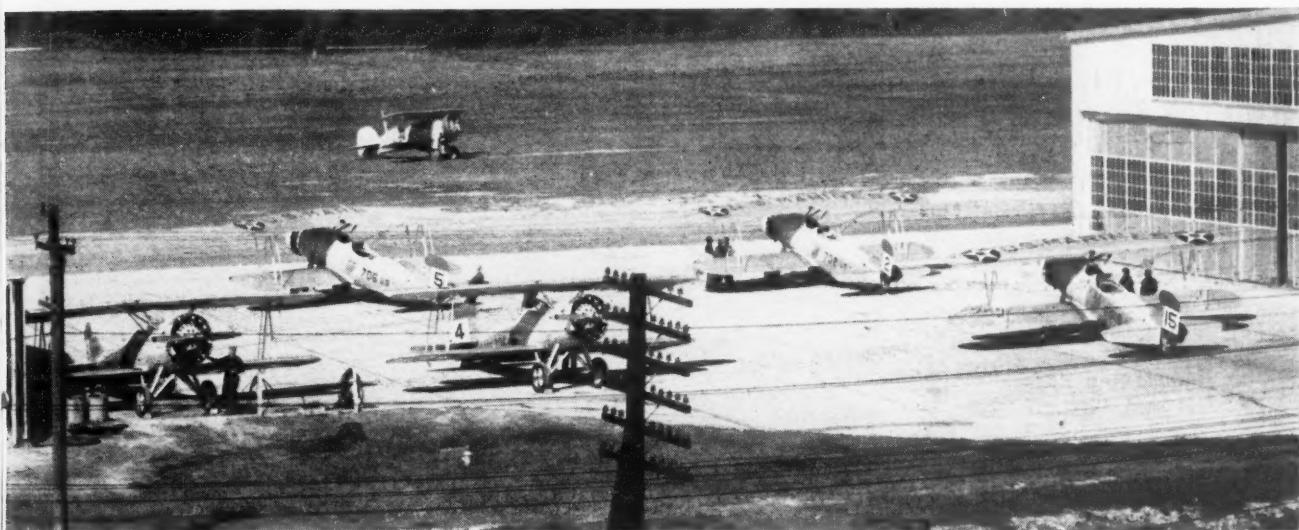


Submitted by Albert H. Berube



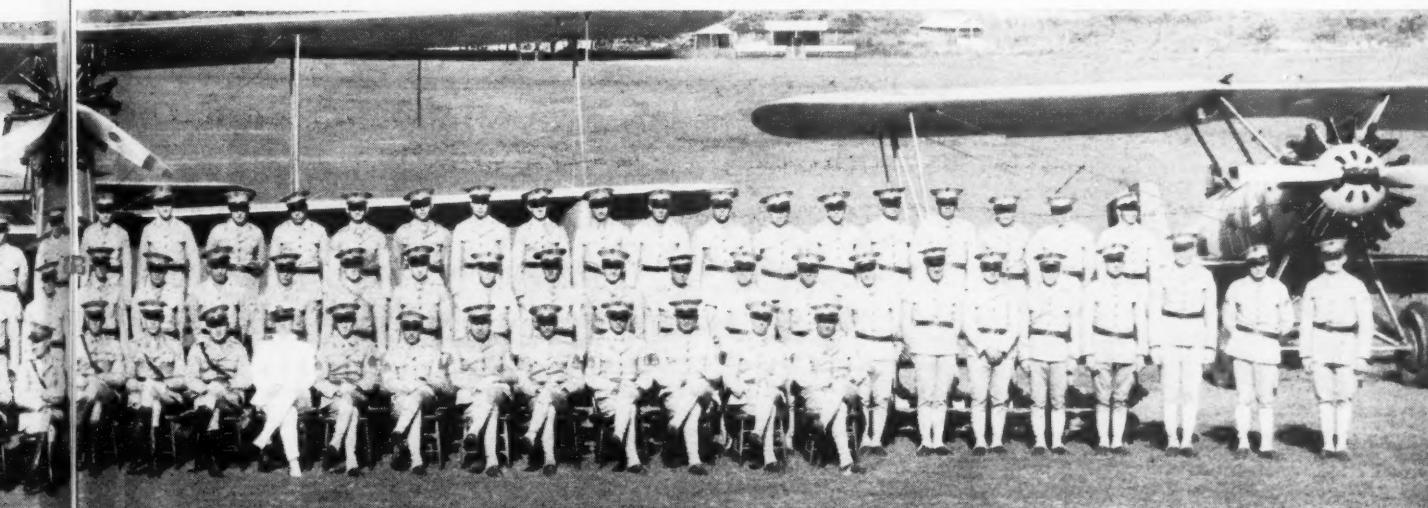
Second Marine Aircraft Wing, FMF's officers in March, 1940. General Lawson Sanderson is in the

Submitted by J. McLaughlin
center, front row. Gregory Boyington, WWII ace, is shown at the extreme right of the second row



This 1935 photograph shows the old Brown Field at Quantico, Virginia. The Marines' newest tactical

Submitted by Major Raymond A. Pett
fighter plane then was the two-wing Curtiss "Hell Diver," some of which are shown in the foreground



Squadron V. O. 9. M., while at Port Au Prince, Haiti. The aviation unit arrived in Haiti in 1918 and

departed in 1934. The planes on each end are 02U Corsairs. The plane in the center is unidentified

Leatherneck

SALUTES

General Christian F. Schilt, USMC (Ret.)

by MSgt. Paul Sarokin

Leatherneck Staff Writer

PRESIDENT Calvin Coolidge turned to the Marine beside him on the White House lawn, pinned the Medal of Honor on his uniform, and shook his hand. The year was 1928, and it marked the first time the nation's highest award had been presented at the White House. It was also the first award of the medal since World War I.

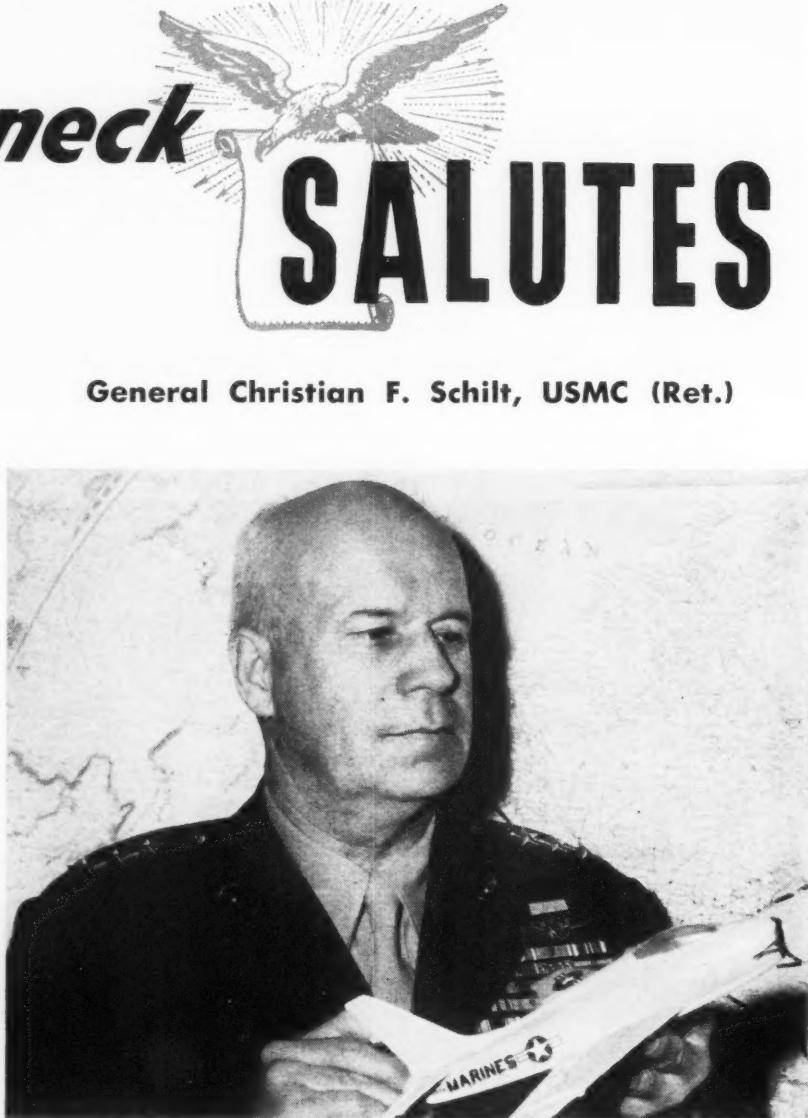
In his familiar New England twang, the President said drily: "I congratulate you, Lieutenant Schilt, for this feat."

The President referred to 10 remarkable flights made at Quilali, Nicaragua, to evacuate 18 wounded Marines, and to land crucial supplies.

During the early part of that fighting, a patrol of Marines had been ambushed near a tiny Nicaraguan village. The trapped, wounded men huddled together in a mud-caked hut—waiting for a miracle.

While the fire-fight still raged, quiet, soft-spoken First Lieutenant Christian F. Schilt, volunteered to attempt a rescue by air. Native huts by the roadway were quickly razed by desperate Marines to provide a make-shift landing strip. Steep mountains on each side of a street, about twice the width of a plane's wingspan, made landings extremely hazardous.

Schilt stripped his plane of its machine guns, and tossed off his parachute to lighten the load. In 10 daring flights, each climaxed by near-disaster landings, he evacuated a total of 18 seriously wounded Marines, carried in a replacement commander and delivered life-saving medical supplies. The fragile, wood and canvas 02U Corsair, then the Corps' latest tactical fighter, was under continuous rifle and machine gun fire



Lieutenant General Christian F. Schilt, USMC, was advanced to a four-star rank when he retired on April 1, 1957. He served 40 years

from rebels dug in on the surrounding hills.

To add to the hazards, the plane had no brakes. In order to stop it, it was necessary for Marines to grab the wings as soon as the craft touched down on the tiny, improvised strip.

To land on the 400-foot runway, Schilt had to stall his plane, drop about ten feet, then bounce to a halt. The Marines moved fast to hold the plane and keep it from rolling down a mountain.

During his 40 years as a Marine, General Schilt has logged 10,000 flying hours as a jet, prop, autogiro, helicopter and glider pilot. He has fought in small skirmishes and major battles: World Wars I and II; Haiti, Nicaragua; and Korea.

In the Nicaraguan campaign, the toughest and most important of the Banana Wars, he saw the Corps test and prove the value of Close Air Support for ground forces.

The general's long, distinguished, flying career began with an assist from an understanding first sergeant.

"When I enlisted in 1917," Gen. Schilt recalled, "I was promised Aviation duty. But when I reached Parris Island, there was nothing in my records to show it. At Quantico, I tried again. Finally, my first sergeant let me go to Philadelphia for duty with Aviation."

In World War I, Gen Schilt served with the first organized air unit to leave the U.S. The unit, at Naval Base 13, Ponta de Gada, Azores, was a seaplane squadron assigned to anti-submarine

patrol duty and commanded by Major Francis T. Evans, the first man to loop a seaplane—a feat engineers had long claimed impossible.

In December, 1926, Gen. Schilt flew a Curtiss racer seaplane at a speed of 231.3 miles per hour in the Schneider International Seaplane Race at Norfolk, Va., finishing second. This was the same plane which General Doolittle had raced the previous year. Earlier that year, Schilt had been commended by the Secretary of War and the Major General Commandant for his high scores in the annual Machine Gun and Bombing Matches at Langley Field, Va.

The following year he won a commendation from the Secretary of the Navy, Major General Commandant, and the Governor of Louisiana, for assistance given to flood victims during the Mississippi floods. In 1927 he was also commended by the Navy Department for his services as Photographic Officer of the West Indian Aerial survey. He flew 310 hours in six months, photographing 3000 square miles of Caribbean coastline.

Gen. Schilt graduated from the Air Corps Tactical School at Montgomery, Ala., in June, 1934, and was assigned to Quantico, Va., as Air Officer on the Commanding General, FMF's staff. From May, 1938, to June, 1940, he was exec of the Marine Corps Air Station, St. Thomas, Virgin Islands. He returned to Quantico, completed the Senior Course, and was assigned to Base Air Detachment 1, FMF.

In May, 1941, as Assistant Naval Attaché for Air at London, England, he traveled throughout England and Scotland, and served as Naval observer in North Africa and the Middle East. He returned to the U.S. in August, 1941, to become Engineer and Supply Officer of the First Marine Aircraft Wing at Quantico.

He was on Guadalcanal as Commander of MAG-11, Chief of Staff of the First Wing, and CO of the Strike and Search Patrol Commands, Solomon Islands, in September, 1942. He returned to the States the following year to command the Marine Corps Air Station, Cherry Point, N.C. He was back overseas as Island Commander, Peleliu, from March to August, 1945. In addition, he was CG, Air Defense Command, Second Marine Aircraft Wing at Okinawa until October, 1945.

Gen. Schilt headed the Marine Air Reserve Training Command at NAS, Glenview, Ill., until 1949, then moved to Norfolk as Chief of Staff, FMF, Lant. He served there until going to Korea to command the First Wing in July, 1951.

In Korea, General Schilt celebrated the Marine Corps birthday in 1951 by flying in a 77-plane combat strike against the enemy. He was 56 years old then, and the Commanding General of the First Marine Aircraft Wing.

When he returned from Korea in April, 1952, General Schilt became Deputy Commander FMF, Pacific, at Hawaii. In February, 1953, he was as-

signed as Commanding General, Air, FMF, Pacific, at El Toro, Calif.

In August, 1955, he was advanced to Lieutenant General, and transferred to Washington as Assistant Commandant of the Marine Corps for Air; Director of Aviation, and Assistant Chief of Naval Operations (Marine Aviation).

Trim and erect, Gen. Schilt—the first Marine general to fly a jet—has no qualms about the future of Marine Corps Aviation. Looking ahead, he said: "There are few today who do not believe that Aviation is here to stay. It's suicide to go into combat without adequate air cover. We have a unique striking force in the Corps' ground and air team—and each cannot survive without the other."

"As a force in readiness," continued the general, "the Corps is one of the most important links in our National Defense. With the Navy as our partner, we can go anywhere on any mission."

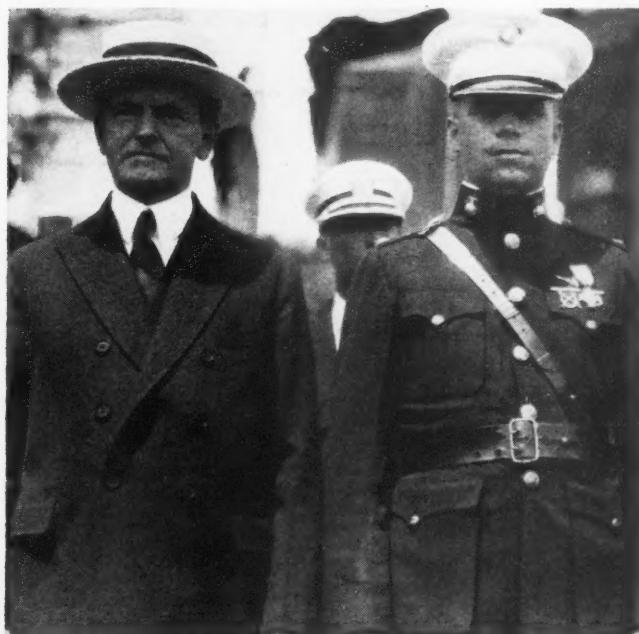
Asked if he had any advice for Marines, the general replied, thoughtfully: "I would advise young officers to make and keep friends; learn the art of speaking forcefully, easily, intelligently and effectively; abide by the Ten Commandments . . . 'Do unto others as you would that they do unto you.'"

Then the general peered at his calendar. "You know," he concluded, "as the day of your retirement approaches—you kinda feel a lump in your throat."

Gen. Schilt retired on April 1. **END**

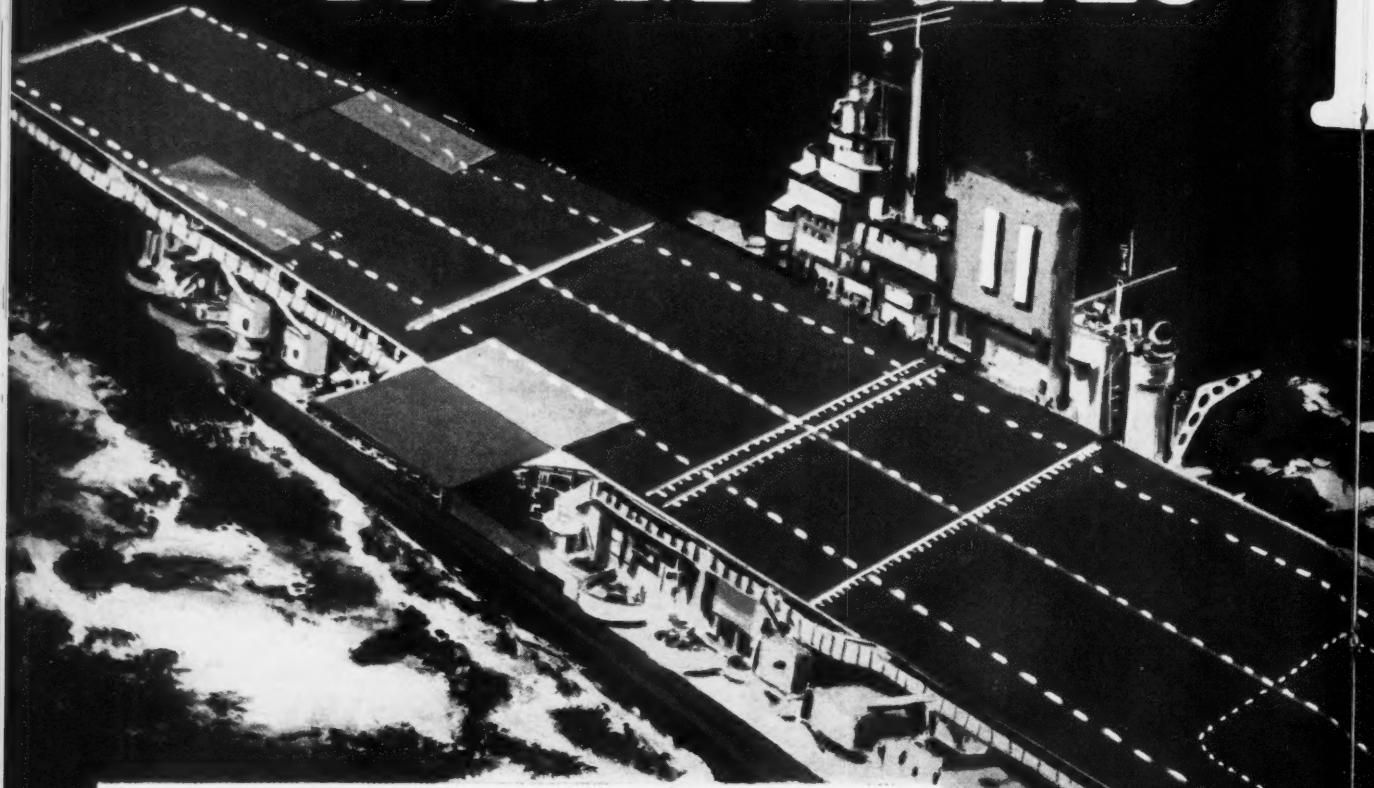


In 1928, Lt. Schilt air-dropped U.S. mail and a \$10,000 payroll to Marines in Nicaraguan hills



President Calvin Coolidge posed solemnly beside Lt. C. F. Schilt after awarding him the Medal of Honor

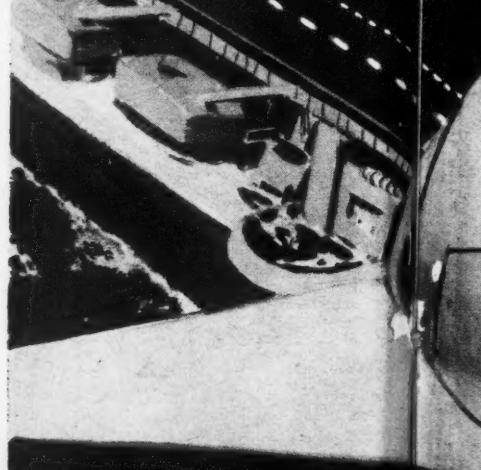
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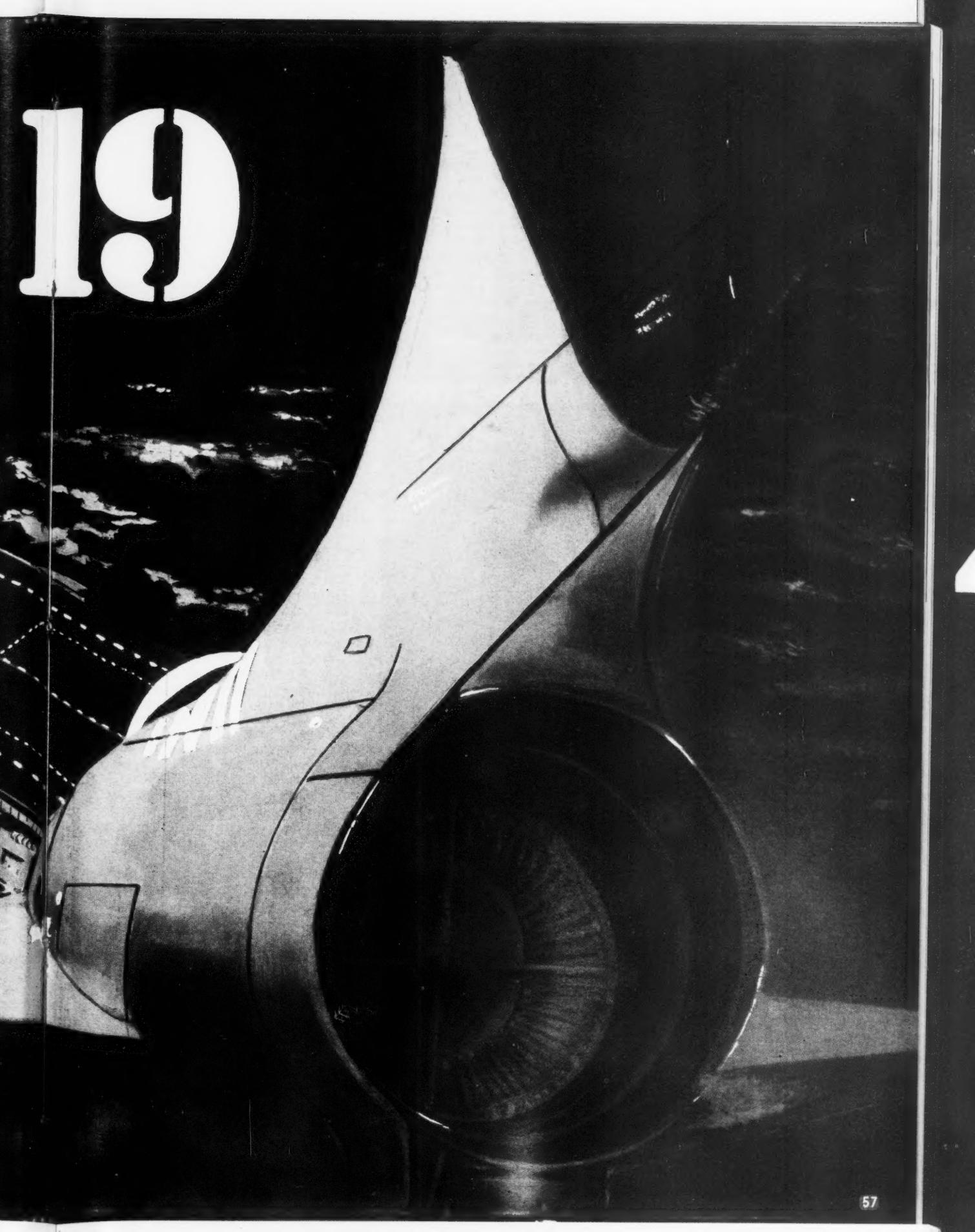


**The corporal was holding the pilot to
his promise to bring back Number 19**

by MSgt. John H. Spotanski

AS THE CARRIER *Bendova* rides at anchor, I watch the lights in Hampton Roads with a mixture of bitterness and incredulity. The rest of the Marine Detachment, on the off-duty sections of course, have gone ashore. This privilege is extended them for an ordinary tour of unimaginative guard duty and paint-chipping. And here, I, William Thaxton, (text continued on page 58)





NUMBER 19 (cont.)

Private First Class, who undoubtedly saved the Navy thousands of dollars and the Marine Air Branch at least one life, sit restricted to this barge awaiting my fate.

I believe I can put the blame on Jimmy Wayne—Corporal James Wayne of Marine Attack Squadron Nine-eleven. A likeable sort but no apparent command presence. That could be seen at a glance. His joints just didn't have that military bearing. He sloped when he walked. And I still maintain he had no command presence.

It all started when that VMA 911 gang loaded aboard at Norfolk. They all wore the Marine greens, and they all carried seabags, but they just didn't have the bearing of us seagoing Marines. Or of line company men.

My first impression was: I'd hate to be in combat with those gooney birds. All they probably know is airplanes and wrenches and hammers. Then I saw Cpl. Wayne. Tall, gangly, no joints to speak of. He had charge of a squad of men, and they seemed amused as he squared them away. I turned to the captain and saw him watching and smiling. Actually, we, the captain and I, really run this ship. Come to think of it, I am the captain's right arm, his voice. If he wants the engineering officer—for example—he says, "Orderly. Get me Mister Dingman!" And I do.

After we got under way and the captain and I moved to the bridge, we surveyed the arrival of the planes. Panthers they're called. F9F jets. Blue craft with "Marines" painted all over.

"Orderly, hand me my glasses!"

I retrieved them from the quartermaster and handed them over. I heard him whistle: "Say, Commander, check that Number 19. They must have buffed that one with jewelers' rouge!"

Even I couldn't resist checking Number 19.

Sure enough, Number 19 was on the forward elevator and shining like a jewel on a velvet cushion. I had to admit it did look pretty. And I never did associate it with Cpl. James Wayne.

During the next few days I met some of these "airdales" and they seemed likeable. Even that sagging character Wayne seemed to have a glimmer of intelligence. But no drive. He could keep a plane polished and running but that seemed to be all.

It was at the movies when we got to talking about whose job was bigger than whose. And Cpl. Wayne told me: "A plane captain controls the plane. The pilot just borrows it." Then he sits back with a smirk.

"I suppose that you can stop an officer from flying 'your' plane?" I was amused. A corporal telling an officer anything! Especially this corporal!

"That is correct, Thaxton. I say she's OK, he'll fly 'er. I say no—he doesn't. Or else. Now, how about your job as Captain's Orderly?"

I bristled at that "or else!" "Or else what?" I shot at him. "Just what'll you do? You a corporal?"

"Thaxton, a plane captain is a respected man in the Air Wing. The pilot trusts him with his life, and the plane captain in return, trusts the pilot with the plane. In a line company you'd call it mutual trust and confidence. In aviation we call it 'reciprocity'."

I let this ridiculous conversation die



"Well, sir," the captain said, "now we'll trap that blighter."

out. The next morning I had the 8 to 12 but I relieved the watch at 0700 so that I could be on the bridge to watch this Marine squadron fly.

That Number 19 stood out like a rose among thorns and I could make out Jimmy Wayne talking to his pilot. I saw the pilot shrug. At least it looked like a shrug from up there on the bridge. The corporal seemed to give a "thumbs-down" signal.

Well, this would answer my question. Which one would back down?

Luckily we, the captain and I, wanted to speak to the flight deck officer and I got the chance to go down to the flight deck. I passed near Number 19.

"But Captain. That throttle linkage isn't exactly right. I feel it in my bones . . ."

"Now Wayne, don't sweat it," the captain told him. "Now help me strap in."

"Sir, better let the engineering chief check the control again . . ."

"You're like an old woman, Wayne." The captain put on his white hard hat with red stripes. "I wouldn't scratch the best plane in the squadron," he told him finally. "I'll bring it back no matter what. That's a promise!"

"Well . . ." Cpl. Wayne capitulated. "On those terms OK, but . . ."

"Come on, Wayne, let's get this show on the road."

I watched Wayne strap the pilot in the cockpit.

That's that, I told myself, no gumption. No command presence. Backed right down! These airdales would never get a stripe in a line company. This guy Wayne, I decided, was as fouled up as a midshipman's seabag.

Back on the bridge I watched, with the captain, the first 'cat' shots. Number 19 was back near the fantail. Probably just fly that one off. And I had no doubts it would fly perfectly. And, I noticed with satisfaction, that 19 got off with a loud screeching sound and smoked into the blue.

What happened later should have covered me with commendations. I was the one, really, who saved the day.

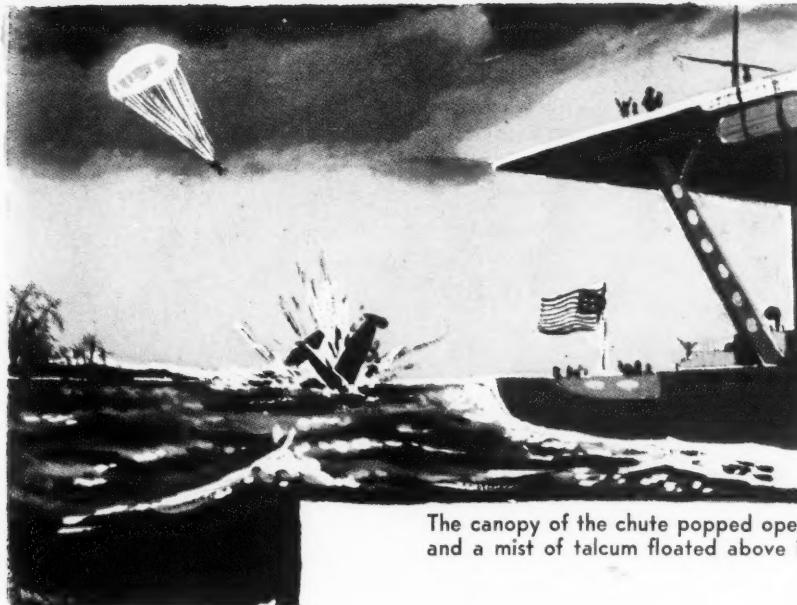
"What's the matter with that plane?" I heard the captain yell.

"I'll try to contact her, sir." The OOD phoned to the comm shack. They argued back and forth. The OOD's back stiffened and the "Academy" arch appeared in his back. Sternly he got "official". The arch disappeared and he turned to the captain.

"Something about only being able to throttle back to 70%, sir. Can't slow it down."

The captain told me to get the squadron commander. I departed. I met Wayne on the starboard catwalk.

"Trouble Thaxton?" he said, lifting



The canopy of the chute popped open and a mist of talcum floated above it

an eyebrow. "By the speed of you, I'd say it was anyway."

I hated to admit it. "Not really. One of the planes . . ."

Wayne grinned. "Probably can't slow down. Number 19."

I ignored him and returned to the bridge with the squadron commander. The captain and the colonel went into a huddle. After a few more runs by me, they contacted the plane. The pilot elected to land on the carrier. That shouldn't be too hard. Just come in, cut throttle, and the wire is snagged by the tail hook. Plane recovered.

Yeah! Except, this was Number 19, and I remembered the pilot telling Wayne, "I'll bring it back, no matter what."

And Wayne saying, "Under those terms, OK."

I pondered on those fateful words, "no matter what."

I leaned against the bridge and watched the approach.

The blue jet came in too fast. Aft of the fantail the landing signal officer had his paddle up. Then swiftly his arms were outstretched. He raised the left paddle and lowered the right. The oncoming jet made the correction. Then the LSO gave "cut!"

The jet hurtled on, too fast. The LSO threw caution to the winds, his paddles to the ocean, and himself into the safety net. No fool, he.

Wheels slammed the deck and tail hook snagged number one wire. The plane continued roaring and screaming like a live thing. The wire stretched.

"Twang!"

One end of the wire slashed through decking and tore railing wherever it

touched. It coiled and recoiled up to the deck, showering splinters at each contact.

The jet lurched and the tail hook snapped icily. The hook, now freed of its many tonned owner, smashed down the deck and buried itself in the steel bulkhead that comprises the "island." The tail of the jet dropped and its nose arose. The engine roared, spit a geyser of flame from the tail pipe. The plane blasted heavenward.

I looked at the captain. He didn't look happy. I have seen happier faces behind brig bars.

My captain viewed his flight deck which closely resembled a badly managed lumber yard. "Colonel, tell your man to jump," he said hopefully.

The colonel raised one expressive eyebrow, "But, Captain, the pilot is skipper of his plane. It's his choice, you know."

There was a silence cut only by that Number 19 circling its prey. It seemed to take a great joy in the power of its mighty jet and it looked carefully at the carrier, to see where to strike next. Or so it appeared to my captain.

"Is there no way of suggesting . . .?" A "No" from the colonel.

"Hinting . . .?" Another "No."

"Bribing . . .?"

A frown.

I was about to speak up and tell my captain, "Sir, there is a Corporal Wayne who could get that pilot to unstrap that plane from his butt and leave it by its ungainly self."

But, I didn't.

I recalled another seagoing soldier, Jack London, who said, "Fools rush in where angels fear to tread." And I

knew the wrath of that captain when spoken to by even mere commanders, when he was perplexed. All the same I knew that Wayne was holding that pilot to his promise to "bring it back."

The communications officer approached. "Sir, a message from Number 19. 'Rig for barrier shot. Advise Wayne for a Roger.'"

"Roger." My captain agreed. Then he muttered, as if in a dream, "Wayne? Or was it 'plane'? No matter. That barrier will stop him cold!" And he fussed with the braid on his cap visor. "Maybe he meant 'main.' That's it! Main deck crew!"

"What was that, sir?" The colonel inquired.

"Nothing, sir, nothing. Just muttering!" The captain looked embarrassed.

But I knew the pilot wanted a message relayed to Wayne. I saw my opportunity and shot down the ladder to the flight deck, then into the catwalk.

"Barrier shot!" I shouted to Wayne.

"Good, hope he makes it, but I doubt it!" Cpl. Wayne smiled coldly. What tour de force!

"Let him jump, Wayne."

"Nope!"

I left and returned to the bridge. The captain hadn't noticed my absence.

The bull horn sounded. Down on the flight deck four strands of nylon secured to steel barriers were raised. As the girders snapped upright the nylon stretched between. They towered imposingly, waiting to trap this metal monster, Number 19. Number two barrier was raised.

The captain took heart and ordered his ship to pick up speed. His nose slashed through the wind as if to emulate the bow of his ship spearing through the mighty ground swells.

His eyes twinkled. "Well, sir," he addressed the colonel, "now we'll trap the blighter!" He leaned over the ramp and peered, ghoulishly, over the scene below. A look of alarm spread quickly. "Oh, no," he moaned.

Oh, yes! As the bow of the ship raised through a huge swell, the jet pounced heavily upon the fantail of the now canted deck. It hurtled swiftly onward, tailpipe dragging, ripping planks and slamming into the first barrier while in this cocked-up position.

With no tail hook to catch, and with its tremendous pounds—thrust thundering, deafening, the many-tonned plane tore the first barrier and pounced directly on top of the second! Cables stretched. Girders bent. The belly of the plane crashed on the carrier's deck, shaking the entire ship.

The girders snapped upright and the nylon barrier (continued on page 110)



TEST CENTER

◀ Pilots, ground maintenance officers and civilian factory representatives combine their efforts to test and evaluate military aircraft at Patuxent

Some of the Marine Corps' best pilots and aircraft maintenance personnel are assigned to Patuxent River, Maryland

TO A CASUAL onlooker, the Marine Aviation Detachment at the U. S. Naval Air Station, Patuxent River, Md., is a small, gung-ho outfit. More practiced observers, who take a longer, harder look, find something else. "It's a unique set-up," they say.

And no wonder.

The 43-man organization, headed by Lieutenant Colonel J. C. Richardson, Jr., carries only two sergeants on its rolls. The rest of the enlisted men are technical sergeants and top paygrades. Lt. Col. Richardson is followed in the officer complement by eight majors, eight captains and three warrant officers, two of whom are CWOs.

Lt. Col. Richardson, the commanding officer of the Marine Aviation Detachment, Patuxent, has been flying for the Marine Corps since 1942. Before coming into the service, he was a civilian pilot. As the executive officer of VMF 513, in Korea, he was shot down by anti-aircraft during a night flight north of enemy lines and spent 22 months in a prisoner-of-war camp. He was one of the first Marine pilots to take test pilot training at Patuxent and, besides commanding the detachment, he is assistant to the Test Coordinator of the Naval Air Test Center. His primary mission is liaison officer for the Division of Aviation and for the Marine Corps Development Center.

The Marine Aviation Detachment is concerned exclusively with testing and evaluating the latest models of combat aircraft. With the exception of Master Sergeant Mike Montonara, the detachment's sergeant major, and his chief clerk, Sergeant Denver L. Parrott, every officer and enlisted man in the organization is an integral part of the Naval Air Test Center, Patuxent River. The Center is one of the Navy's most important shore establishments.

by TSgt. Paul C. Curtis
Leatherneck Staff Writer

Photos by

TSgt. Charles B. Tyler
Leatherneck Staff Photographer

The post-Korea products of the aviation manufacturing companies are as far removed from the planes that fought in World War II as today's sleek, multi-powered automobiles are from the Model-T. The door of the Air Age—set ajar by the Wright Brothers at Kitty Hawk, N. C., in 1903—has swung wide open since the end of World War II. Aviation has advanced further since the close of the world's second major conflict than it did in all prior years dating back to Kill Devil Hill.

Today's combat aircraft is a transonic, complex, power-laden weapons system. It takes at least one full year to test and evaluate a new model after it has passed through the prototype stage and has been delivered to Patuxent for trials. During that time, the plane is put through its paces by some of the best pilots and ground maintenance men that the Navy and Marine Corps can muster.

The Naval Air Test Center is divided into four functional test divisions. Trials in the Flight, Service, Armament and Electronics Test Divisions usually go on simultaneously and it requires six or seven planes of the model on trial to get into the full swing of the

program. Every phase of the aircraft's ability to fly, its range, performance and control, effective delivery of its ordnance and the cost in time and money to maintain it, are thoroughly checked out. The planes are flown 'round the clock at maximum speeds and altitudes and in accelerated service tests which accomplish a normal service tour of flying in less than six months. The people who make these trials are determined that all the "bugs" in the aircraft, its limitations of performance, and its maintenance peculiarities will be found before the plane is finally accepted for Navy Fleet and Marine Corps FMF use. This is not to say that the plane will not be delivered to using units before final acceptance is made, nor that other bugs and idiosyncrasies will not develop after delivery. But it is certain that every aircraft that runs the gamut of the Naval Air Test Center is service acceptable and capable of doing the job for which it was designed and built.

The Flight Test Division usually receives two of the first six or seven planes of a model delivered to the Center for testing. This division is organized into six branches in order to conduct carrier trials, engine performance trials, hydrodynamic trials and associated tests to determine the plane's flying qualities and suitability for its intended mission.

Major J. L. Helms, detached last January, was one of four Marine test pilots assigned to the Flight Test Division.

Major Helms is an enthusiastic be-
TURN PAGE



Planes are checked from stem to stern before they're taken aloft for testing. During their trial periods, planes are flown around the clock

TEST CENTER (cont.)

liever in the future of aviation. He is convinced that we have only scraped the surface with the speed of present day aircraft. He envisions the time when man will fly in excess of 25,000 miles per hour and still control the plane and use it effectively. The major places only a slightly less fantastic limit on the altitude ranges for the planes of the future. A quiet, studious man, he holds the listener spellbound when he talks about the possibilities of the Air Age. His experience in more than five years of testing aircraft makes his astounding predictions believable.

Major Helms was the first Naval aviator to log more than 1000 hours of jet flying; the first to reach the 2000-hour mark in jets; and is believed to be the first Naval aviator to fly faster than 1000 miles per hour. When questioned as to just how fast and high he has flown, he replied, "Just say that it's faster than a thousand and higher than 60,000 feet."

The Flight Test Division also tests and evaluates all rotary wing aircraft destined for use by the Navy and Marine Corps. Major Roy Anderson is the top Marine in the Rotary Wing Branch of the division. He has been with the whirlybirds since HMX-1 was formed at Quantico in the late '40s and arrived at Patuxent following his return from Korea in 1953. He and Master Sergeant Paul E. Mayer, in charge of the rotary wing maintenance crew, set three world records with the HR2S

helicopter while testing the craft at Bridgeport, Conn., last November. They set a new speed mark of 162.7 miles per hour and two altitude/lift records. Their mark of carrying 13,250 pounds to an altitude of 7000 feet eclipsed the Russian effort of 8820 pounds and 6560 feet.

Mayer is a former reciprocating engine mechanic who was assigned to helicopters in 1951. He served with Major Anderson in Korea with VMO-6 and rejoined him at Patuxent in May, 1956. The major considers Mayer to be the number one man in his field and both are convinced that helicopters will play an increasingly important part in future military operations.

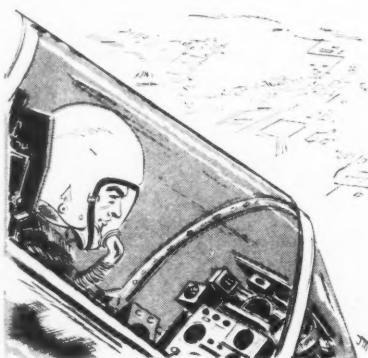
The Service Test Division has one of the more novel functions at the Test Center. When the division receives a new airplane it is flown night and day at the fastest possible pace in an attempt to wear it out. Meticulous records are kept of maintenance time and parts usage and direct comparisons are drawn between the capabilities of the plane and the ratio of maintenance hours to flight hours. Ground handling equipment and special tools are also tested and evaluated simultaneously.

Service Test conducts the Fleet Introduction Program on all new aircraft being assigned to Fleet and FMF units. This program, referred to as FIP by the people involved, was started about 18 months ago. Pilots and maintenance personnel from squadrons designated to receive the aircraft are sent TAD to Patuxent and Service Test thoroughly indoctrinates them in flying and servic-

ing the plane. The pilots and mechanics school other pilots and mechs after returning to their home base.

Major Roy C. Gray, Jr., heads the four Marine test pilots, two ground officers and four aviation maintenance men assigned to Service Test. The major has more than 14 years of flying experience and had 96 combat missions in Korea before he was shot down behind enemy lines in March, 1953. He spent 18 months as a prisoner of war. Like Major Helms, he has flown faster than 1000 miles per hour and higher than 60,000 feet.

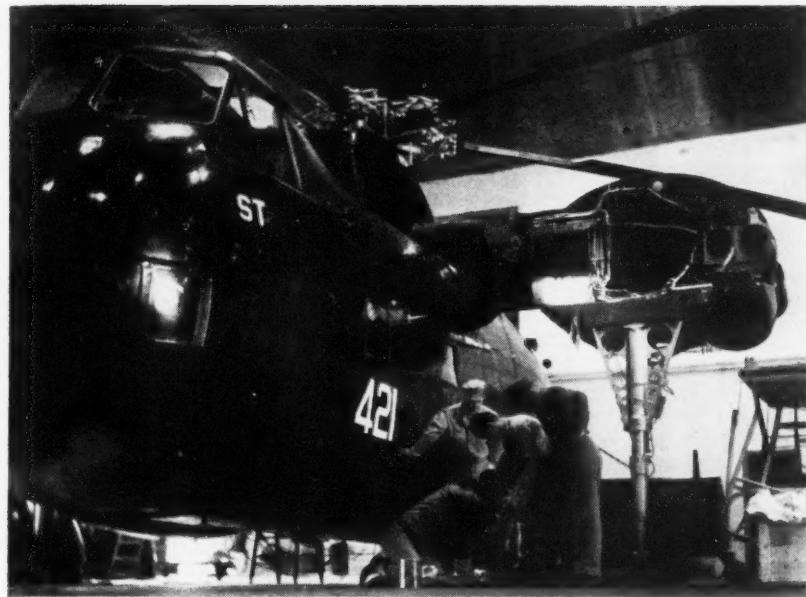
The four enlisted men attached to Service Test could form a small "Zebra Club" of their own. There are three master sergeants and one technical sergeant with the division and all have key jobs. Master Sergeant George E. Cojocari is the senior man with 17 years in the Marine Corps, all in aviation. He is the Power Plants Division



MSgt. W. Blix (R) supervised a crew of mechs as they overhauled the power plant of a late model jet



MSgt. John H. Smith readied an aircraft cannon to be bore-sighted in the Armament Test firing tunnel



Rotary-winged aircraft are becoming increasingly important to military operations. New whirlybirds are put through the mill at Patuxent

Chief in charge of all the Navy and Marine Corps personnel who work on jet or reciprocating engine power plants. In order to keep up with the fast pace of aviation developments, he spends most of his spare time studying manuals and handbooks furnished by the manufacturers. He also makes frequent trips to aircraft producing factories to evaluate new jet engines and to attend provisioning conferences.

Master Sergeant Charles M. Cornelius, in charge of all jet engine maintenance, Master Sergeant William C. Blix and Technical Sergeant Robert L. Butts make up the balance of the Marine enlisted crew. Blix has been at Patuxent since April, 1953, and has had a part in testing every aircraft that has gone through the Center since that time. He has been an aircraft mechanic since 1952 and there is little that he doesn't

know about engines—reciprocating or jet.

"There is less wrench turning and more theory involved for aircraft mechs, today," he will tell you. "A mechanic has to know more and study constantly because of the complexities of the power plants and their related systems. In the old days, all you needed was a handful of tools and a good working knowledge of the reciprocating engine."

Only one Marine is presently assigned to the Electronics Test Division. But Warrant Officer Richard B. Colglazier knows enough about the electronic systems of aircraft to fill the billets for three or four men. He has seen such systems develop from basic radio communications over single channel, low-powered transmitters into a system that involves electronically controlled guns, rockets and missiles, as well as radar lock-ons and multi-channel radio. He enlisted in 1943, and was promoted to warrant officer in 1946.

The Electronics Test Division tests and develops ground and ship navigational aids in addition to making airborne trials of aircraft electrical systems, radar installations and electronic gun firing devices.

The Armament Test Division examines all installations pertaining to the armament and ordnance carried by the aircraft. It evaluates the plane as a weapons system to determine its offensive and defensive capabilities, and in addition, it evaluates the service suitability of all aircraft photographic installations and aerial tow targets. Two majors, one

(continued on page 96)



Lt. Col. J. Richardson, detachment C.O., and the sergeant major, Mike Montonara

Mrs. J. L. Helms served her husband coffee in the major's model-filled study



MOREST



Alert Marine technicians used Morest equipment to bring in an F3D jet during a landing at Edenton's

Auxiliary Air Station. Spikes, driven two feet into the deck, anchor the arresting unit to landing strip

by MSgt. Paul Sarokin
Leatherneck Staff Writer

AROUTINE FLIGHT of 24 Marine jets was shrieking southward in the tranquil sky over Miami. Its destination: Roosevelt Roads, Puerto Rico. The mission: launch the air phase of the huge maneuver, TRAEX 1-56. As the fighters neared their destination, a tropical storm appeared suddenly and unleashed its fury over the small airstrip. Wor-

ried technicians, who sweated out the planes, described the flying conditions as "wet and hazardous." But the Banshees and Cougars, fueled to reach "Rosey Roads"—rain or not—were comin' in.

The first two Cougars (F-9s) broke through the mist, touched down smoothly, then skidded perilously off the slick runway. They escaped with minor bruises: blown tires or locked brakes. Whistling in close behind came two shiny Banshees (F2H-2s). They fared better; the planes ground to a halt within a few feet of the runway's end. The fifth plane was headed for trouble. Its pilot couldn't stop in time and his jet crashed into a parked Banshee. Mechanics who rushed to the scene declared the damaged jet a

"strike"—their terminology for total, unrepairable damage.

Technical Sergeant Warren L. Smith, NCO-in-Charge of the Mobile Arresting Unit (Morest) picked up his direct line to the tower.

"Tell those pilots to drop their damned hooks," he yelled. "If they'll give our crew 30 seconds between planes, we'll bring 'em all in with our gear."

The message was relayed from the tower to the pilots, word for word. Surprised pilots, most of whom had never heard of Morest—carried out their instructions. As a result, the remainder of the flight of 19 fighter planes came screeching in to safe arrested landings. Later, one of the grateful pilots, still in his sweaty flight

If you're coming in without
brakes, it's comforting to
know there's an arrested
landing unit standing by



Smith and S. Hellinger set the device to control cable tension



TSgt. Warren L. Smith, NCO-in-Charge of Edenton's Morest crew, signals the LSO that the mobile arresting gear is ready to operate

gear, sought out Smith and his technicians and offered a heartfelt "Thanks."

Ground personnel estimated, conservatively, that at least two-thirds of the jets in the flight would have run into difficulty while landing. Those with hydraulic failures and locked brakes would have been doomed. In that operation alone, (28 January to 11 March, 1956) the Corps' first Mobile Arresting Unit protected the lives of the pilots and some 20 million dollars worth of equipment.

When TRAEX 1-56 ended, the Morest log showed that 144 jets had been "took in." During TRAEX 2-56 (14 March to 16 April, 1956) six more fighter planes were retrieved.

Morest gear has been used in three TRAEXs. During those exercises,

there were 11 flameouts or engine failures, five jets were logged in with no brakes, and 71 fighter planes had to land on wet and hazardous runways.

Jets with no brakes were classified as definite "saves" because, if it hadn't been for Morest, they would have wound up in the sugar cane patches. "Pilots," explained Smith, "were at first leery of our gear because it was so new that few of them had heard about it. After they saw what we could do, their confidence was built up, and now they automatically drop their hooks."

Today, the Corps' senior Mobile Arresting Unit is located at the Naval Auxiliary Air Station, Edenton, N. C.—the only Naval Air Station commanded by a Marine. The crew is carried

on the rolls of MABS-14, a part of the Second Marine Aircraft Wing at Cherry Point. Morest headquarters is a small white hut, formerly a storage room, about 300 feet southeast of the control tower, where a seven-man crew and two officers keep an around-the-clock vigil. They wait continually for incoming planes. When the signal sounds, the men swing into action like a task force. They know that few jobs in the Corps carry such heavy responsibility.

The enlisted Marine who knows Morest best is TSgt. Smith, chief technician at Edenton. He was at Quantico when the idea was in the hands of the Marine Corps Equipment Board. He was later graduated from the Naval Air Technical Center School at Philadelphia, where he received additional Morest training.

The officer who directs Morest at Edenton is First Lieutenant Joseph Taylor, ex-Navy enlisted man and former submariner who is now a Marine jet pilot. He is from Kinston, N. C., and has been flying for more than six years. Assistant to the officer in charge is First Lieutenant Horace S. Lowrey, Jr., of Oklahoma City. He is a veteran of 52 Morest and more than 70 carrier landings. "I've never had a real emergency," he says, "but you can quote me when I say it's a good feeling to know that our gear is down there if we need it."

As chief technician, TSgt. Smith has a T/O set-up that calls for 16 technicians. Actually, however, he has a dedicated crew of six experts to help him operate his equipment: Technical Sergeant Jack M. Reed, assistant chief

TURN PAGE

MOREST (cont.)

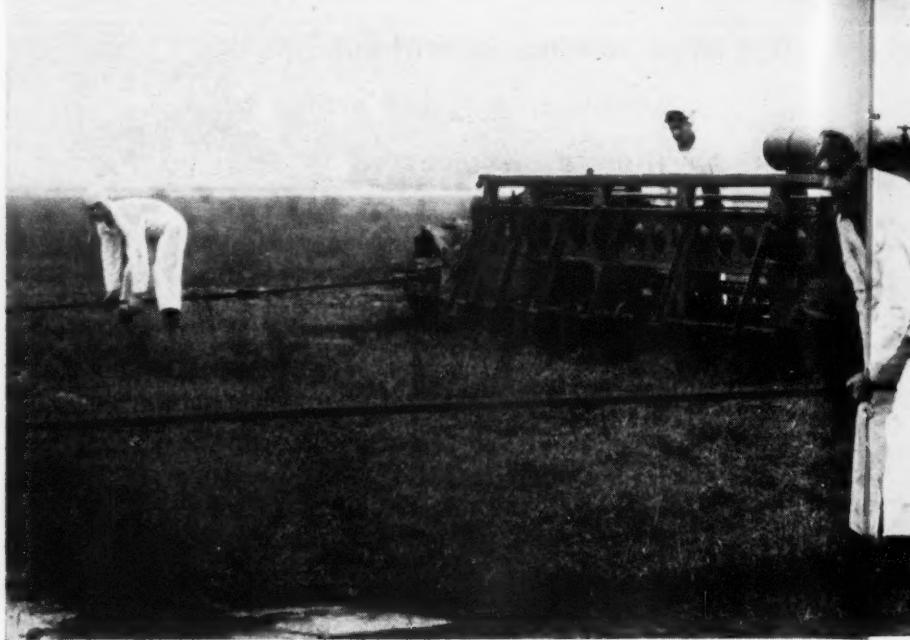
technician; Staff Sergeant Lowell A. Walker, in charge of Morest Schooling and Supply; Corporal S. S. Hellinger and Pfc's Richard Morin, Lundy Lowe and Richard B. Snyder. "We are so new," they all lament in unison, "that we haven't even got an MOS yet. But we understand that something is in the mill for us."

"The history of arrested landings," Lt. Taylor explained, "goes back to at least 1910 when sandbags were used to anchor cables aboard the first carrier, *Langley*. The sandbags would be dragged up by the thrust of a landing plane, much like window sash weights operate."

According to the lieutenant, one of the officers who contributed most to the development of Morest was Major W. W. Wheeler. As OinC of the Evaluation and Testing Unit at Quantico, which pre-tested the gear, Major Wheeler fought valiantly for the new equipment. "It undoubtedly would have folded," Lt. Taylor believes, "without the major's steadfast support. As far as I'm concerned, I'd call him the Father of Morest."

Actually, Morest was born during the Summer of 1952 at Quantico. The first working unit adopted was called the M-2, and its model engine was named the MK-4. This has now been replaced by the MK-5, which has more than double the original power. Edenton's present equipment can absorb 20 million pounds of energy.

The massive gear resembles two



One-inch steel cables are used to arrest a plane's tail hook. Morest technicians raised the cables on spring blocks for easier engagement

howitzers loaded with gee gaws, one on each side of the runway. It is anchored to the deck with 30 steel stakes driven two feet into the ground. When a jet is thrust into its web, the resultant screech sounds like two skidding automobiles about to crash head-on.

The mechanism operates like the shock absorbers on a car. The fuel in its hydraulic system, ethylene glycol, is an ingredient generally used in commercial anti-freeze. Tank capacity for each engine is 125 gallons.

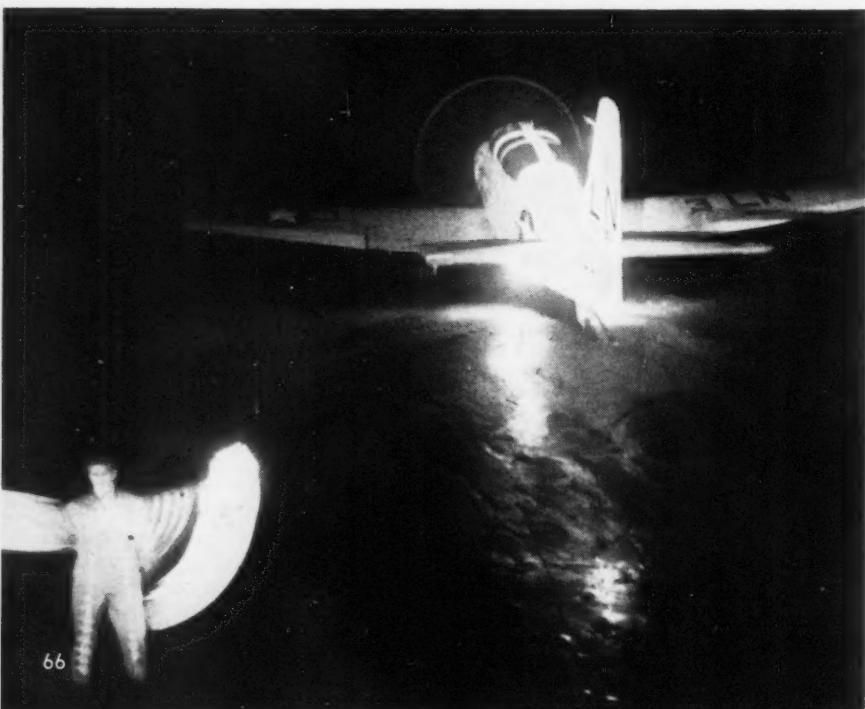
One of the qualities that Marines like best about the Morest unit is its mobility. Despite its mass and complete weight of 35 to 37 tons, the entire unit, including its present crew of seven technicians, can be airlifted. A normal T/O of 16 trained men can set it up, under combat conditions, in less than four hours.

Morest gear has been airlifted, beached from LSTs, towed over highways and transported by rail. "It has been moved by every mode of transportation except a helicopter," said Lt. Taylor. "And that will probably come next."

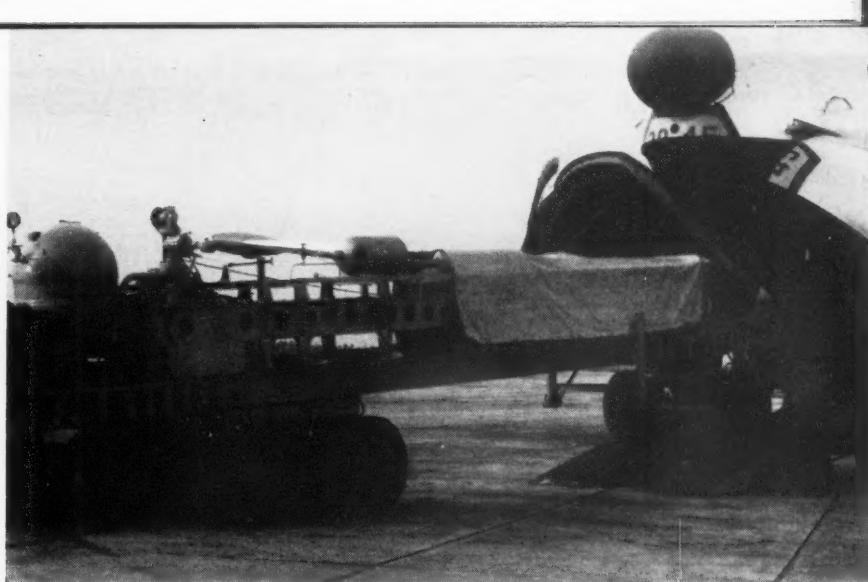
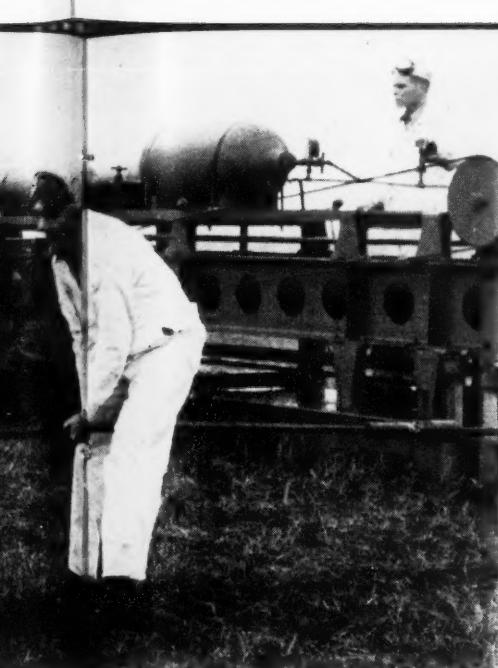
Edenton's technicians have demonstrated their Morest equipment at three national airshows. In 1953, it was displayed at Dayton. A Morest demonstration was also staged at Philadelphia in 1955, and at Oklahoma City last year. In addition to TRAEX 1 and 2 of 1956, it was also used in TRAEX 3-55, and is presently slated for the 1957 operations at Panama.

"Morest landings," explained TSgt. Smith, "are smoother than carrier landings because of the 310-foot runout of cable to arrest the jet. On carriers, the stop is more abrupt. Only 125 feet of cable is generally used on carrier decks."

Stopping a jet which is clocking



Night Morest landings have proved successful at Edenton



The Mobile Arresting Unit (Morest) has been successfully airlifted, beached from LSTs, towed over highways and transported by rail



Morest crew (front) Pfc Lowe; Lts. Taylor and Lowrey; TSgt. Smith; (standing) SSgt. Walker; TSgt. Reed; Cpl. Hellinger, and Pfc Snyder

more than 100 knots is not a job for grandma's clothes line. The one-inch steel cable that is used has a tensile strength of 92,300 pounds.

Despite its tremendous strength it is possible to snap a cable. The Marines maximum-tested one once, and they were satisfied with the results.

The only unscheduled cable-snapping occurred when a two-engine Cutlass jet was catapulted from the carrier *Ticonderoga*. Because of a double engagement (arresting of both cables by

the tail hook of the jet) one of the cables gave way—but there was no damage.

"With our present equipment," TSgt. Reed added, "we can stop any Marine Corps plane that has a tail hook. And not only that, we can stop them at the rate of two per minute." The Morest crew members know that the lives of the pilots depend upon their decisions.

To keep their expensive gear functioning properly, the crew regularly

exercises the Morest engine, using a 6x6 truck to compress the rod into the engine (fluid accumulator). If necessary, the unit can stop a plane without any personnel to operate it. However, the full crew is always used. Two technicians take each engine, two watch the "point" (place nearest to the spot where the plane hook engages) and a landing signal officer signals to the pilot. "The LSO controls and guides each plane in," said Lt. Taylor. Another Marine handles the hook and detaches the cable from the plane after it is safely in.

According to the technicians, the first plane to test the Morest gear was an F4U Corsair, in the Summer of 1952 at Quantico. Before a pilot was used in the experiment, the device was thoroughly tested with deadloads of weight. The first pilot at Edenton to try a Morest landing was Lieutenant Colonel Joseph Quilty, flying an AD5, Skyraider, on August 6, 1954.

The Corps' original M2 Mobile Arresting Unit, now at Edenton, has been in operation for more than four years. It missed Korea because the Armistice came first. However, it has been proved successful in overseas and domestic maneuvers; since its inception it has safely brought in 1074 jets and propeller-driven planes.

The technicians who operate the unit at Edenton are convinced that there will be a great demand for Morest in the future.

Because Morest is relatively a newcomer to shore operations, not all pilots are aware of its capabilities. Some are still skeptical. But those who have come screeching in for a landing without brakes, swear by it. They're not kidding when they say, "It's a helluva lot better than draggin' your feet." **END**



Brooklyn Air Reservists

by TSgt. Allen G. Mainard
Leatherneck Staff Writer

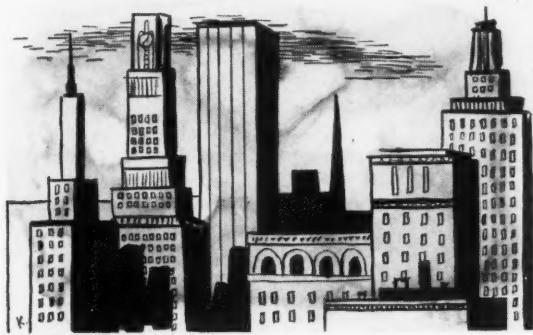
TO MOST Americans Brooklyn means a tree, a bridge and a persevering baseball team. In reality, the land of "The Bums" is one of the most important commercial and industrial centers in the United States. Thirty-five percent of the population of greater New York lives within its boundaries.

Also within its borders is the largest Marine Air Reserve group in the Corps' program. While it is not an officially designated "Marine Air Group," it has

the necessary squadrons and staff group to function as such. In addition to two fighter squadrons, VMF-313 and VMF-132, Marine Air Control Squadron 26, Marine Air Reserve Group One and Volunteer Training Unit 1-16 are trained at Brooklyn's Floyd Bennett Field.

The men in these outfits are drawn from the five boroughs of New York City as well as neighboring cities and states. The sergeant major of MACS-26, Master Sergeant Robert Carmen,

**More than 500 Brooklyn Air
Reservists attended the
last Summer training session**



With three squadrons, a VTU and MARG unit using the field, Navy gate sentries see plenty of Marines



Floyd Bennett Field's five Marine Corps Reserve units were represented during this ceremony. The

first Marine Air Reserve Group was formed here. Similar units are being activated at other stations

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men,

is vice president of a bank in Whitney Point, N.Y. He actually spends more money on transportation to and from drills than he receives for attending.

Brooklyn seems to be predominantly Irish and the wearers of the green have a heavy representation in the five units. One unnamed Irish pilot stoutly maintains that his civilian occupation is grave digger and that he travels the 15 miles from his home to the base in a DC-6. Not all members claim such unusual occupations. There are

the proportionate number of attorneys, students, insurance salesman and even civilian aircraft drivers in the various units.

The New York Police Department claims representation, too; fifteen of "The Finest" hold jobs from Leading Chief to Parachute Rigger.

Both fighter squadrons have combat backgrounds, and with the exception of some of the younger pilots, the majority of pilots have combat experience.

VMF-313, the "Hellbirds" in WW II,

was commissioned originally in 1943, at El Centro, Calif. Its main employment was in the Philippines and it flew from song-famous Zamboango—where the monkeys have no tails. Squadron members accounted for a number of enemy vessels and aircraft while supporting the Army actions in the islands. It was deactivated in 1945 and reactivated as a Reserve squadron in July, 1951.

The present commander is Lieutenant Colonel Frank W. Stuhlman, an

TURN PAGE



The detachment commander, Col. J. B. Moore (right) and VMF-313 CO, Lt. Col. F. W. Stuhlman, held briefings for the squadron pilots

BROOKLYN (cont.)

expert on Admiralty law and a member of a prominent New York firm. While the Colonel has been with 313 for only a year, he has been a member of the Air Reserve units at Floyd Bennett in since 1946. He flew with VMF-214 in Korea.

Leading chief of the squadron is Master Sergeant William F. Oehl. Three of Oehl's brothers have been in the Corps and one is still on active duty as a pilot. In civilian life the stocky Brooklynite is a motorcycle policeman. Master Sergeant William M. Leahy, 313's sergeant major, is also a member of the force.

VMF-132 was in action at Guadalcanal in 1942. The squadron flew in the New Georgia campaign and later took part in the sorties over Japan. It was recommissioned in 1946 at Floyd Bennett. Major Jonathan D. Mendes, a quiet expert on interdiction and close air support, commands the unit. The Major, a veteran pilot of WW II and Korea, has flown more than 250 missions. He flew 70 missions in Korea while serving with VMF-311. He is associated with an investment banking firm.

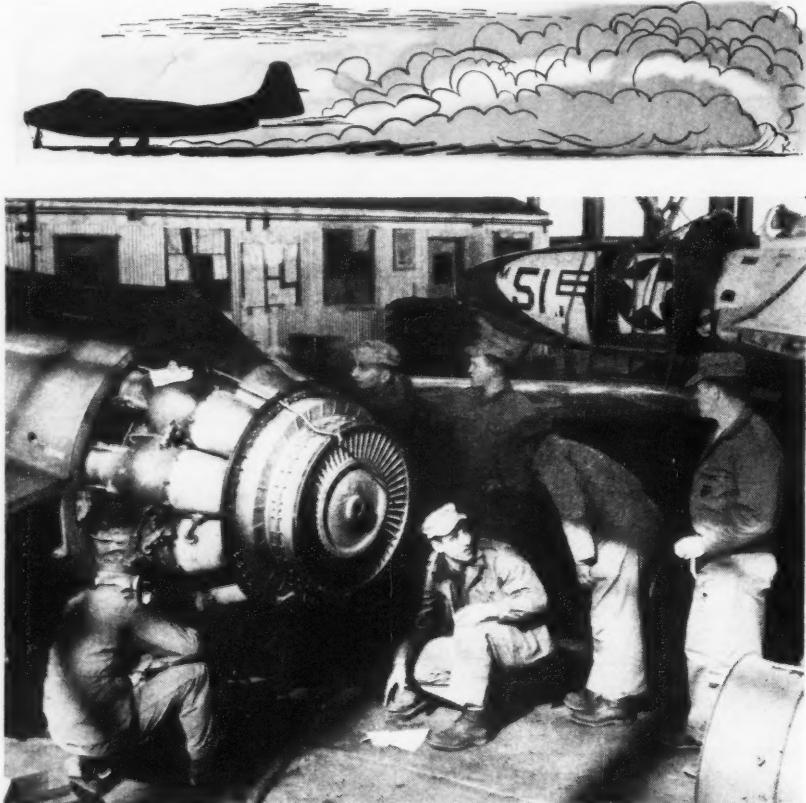
A Staten Island fireman, Master Sergeant Thomas C. Kiley, is leading chief of 132. Many members in both squad-

rons served at Floyd Bennett before and since the Korean war and most staff NCOs have WW II experience.

The transition from prop-driven aircraft to jets began two years ago. The change-over has not been without problems. Due to the weather, it is estimated that the squadrons have a third less flying days a year than units in other parts of the country. Many members of MARG-1 and VTU 1-16 are still on flying status which means that every available plane and minute of flight weather must be utilized. Because of the high density of air traffic in the New York area, the planes are not allowed to fly if the ceiling is less than 5000 feet and visibility is under three miles.

Colonel James B. Moore, the commanding officer of the Marine Air Detachment has been a pilot for the past 25 years. He has flown every type aircraft in the Naval service. Through his experience and that of the Reservists and Detachment personnel, one of the hottest flight lines in the Marine Corps Reserve is in operation.

There is no waiting, no lost motion. The pilots have a ready room in the line shack itself. A two-way radio tuned in on the frequency of the planes in the air keeps the waiting pilots and



Maintenance is handled by squadron personnel under supervision of the detachment's experts. These mechanics belong to VMF-313

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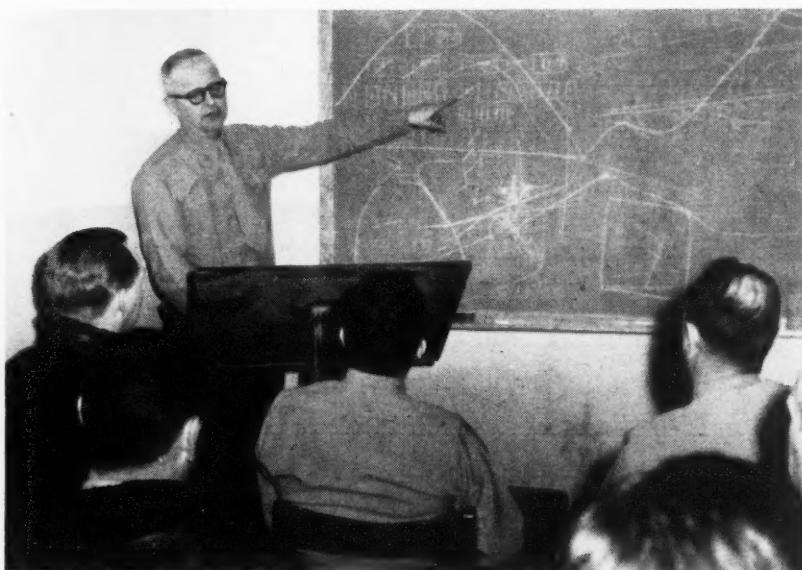
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These Reservists operate one of the fastest flight lines in the program. Incoming planes are taxied

to the fueling point, pressure fueled and checked. Turn-around time for the squadrons is 35 minutes



Lt. Col. Paul E. Bardet is CO of MARG-1, the first such unit to be formed. They perform the functions of a Marine Aircraft Group staff

crewmen in constant touch with the flights. When a jet lands, it does not taxi to the line, but to a two-truck fueling point near the line shack. Before the pilot is completely free of the aircraft the crewmen are swarming the plane. Using pressure fueling, they cut many minutes from the ground time. Other crewmen, mechs, oxygen crew and others check the plane while it is being fueled.

As soon as the plane captain says the jet is ready, the pilot is in the cockpit and another flight moves out to the taxi-way. "Turn around time" is 35 minutes.

At the major installations and in combat, such speedy action is more or

less commonplace. Under perfect conditions, a jet can be flown five times in a day.

Since the weather poses a serious problem, planes are always available for use by the Reserve pilots. The air traffic problem, which eliminates GCA landings for the Floyd Bennett units, also cuts air time. Even so, the pilots manage to get the necessary hours.

The ground crews are as excellent as any in the program. The leading chiefs and NCOs in charge of various sections are especially capable. Technical Sergeant Leopold R. Brecht, VMF-132's comm chief, has been in electronics for 15 years. Brecht, a specialist in microwave research, is employed as a test

engineer by a major firm. Several members of his section are majoring in electronics at New York colleges.

Active duty service has been carried over to the Reserve by Staff Sergeant Frank Toomey and Sergeant Stanley J. Bartnick. Both were members of the First Air Delivery Platoon and attended the Army's jump school at Fort Benning, Georgia. While assigned primarily to VMF-132, they are parachute riggers for both squadrons. Toomey is another New York police officer. Bartnick is a buyer for a major New Jersey clothing store chain.

Marine Air Control Squadron 26 was activated in June, 1950, at Floyd Bennett. Three months later most of its members were activated although the squadron designation remained at the field. In June, 1952, it was returned to the active list and Major Cecil T. Chalk, the present commanding officer, was transferred from VMF-313 to act as the exec. He took command of the squadron in January, 1956.

Morale and drill attendance climbed in 1956 when the squadron received all new electronics equipment. The Air Control squadrons are becoming more and more important with the increased speed and aircraft capabilities. The units have a two-fold mission, guiding interceptors to the enemy and bringing them back, if necessary, on GCA.

The MCAS personnel work problems with the two fighter squadrons but also have plenty of planes to track when their own fighters are not in the air. The traffic around New York is a radarman's headache; scope operators can keep busy at all times.

The activation of a new unit recently at Floyd Bennett, the first of its kind in the Marine Corps, showed the latest wrinkle in Reserve training. In the

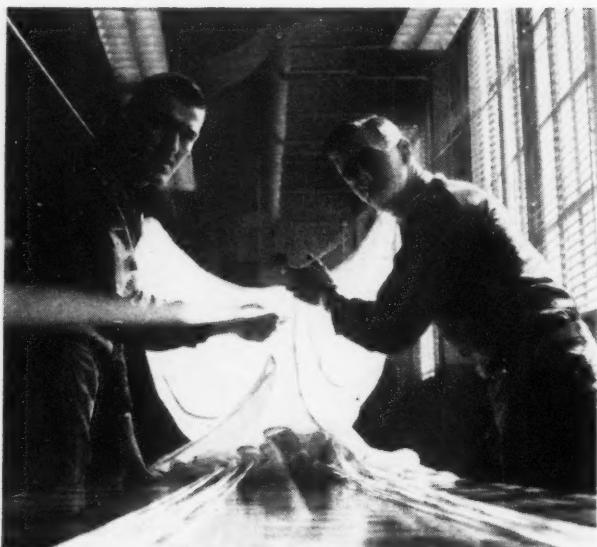
TURN PAGE

Floyd Bennett Field houses the largest

Marine Air Reserve activity in the United States



VMF-132 ordnancemen, Sgt. B. Schutzman, SSgt. S. Stolarik, SSgt. A. Gabel, fixed ejection seat



Now Reservists, Sgt. S. Bartnick and SSgt. F. Toomey served in the First Air Delivery Platoon

BROOKLYN (cont.)

past, when field grade officers went off flying status, their experience was lost to the Corps unless they joined a VTU. During Summer camp and when the squadrons were activated for Korea, the Air Groups drew officers from the squadrons for staff duties. Under the new system, these officers can remain with their units and MARG members take over the normal administration duties necessary to keep the Groups in the air.

Marine Air Reserve Group One, under the command of Lieutenant Colonel Paul E. Bardet, was the first such unit formed. The T/O is small—no enlisted men. Members are allowed only 24 paid drills a year even though they attend 48, plus their annual active duty. Such units are now being formed at all air stations. Eventually Floyd Bennett will be able to put a regular Marine Air Group in action if necessary.

Lt. Col. Bardet and one other officer are the only non-pilots in the unit. One member is an airlines pilot, several are insurance salesmen, but everyone is a



MSgt. William Oehl, VMF-313 leading chief (left) and TSgt. Ira T. Street, checked a faulty nose wheel. Oehl is a New York policeman

veteran of WW II and over 50 percent were called up for Korea.

The remaining unit is VTU 1-16 under the command of Lieutenant Colonel Franz C. Heckman. Members of VTUs do not receive drill pay but this doesn't seem to hinder the growth of such units. Some members of 1-16 belong to other VTUs. Major Richard C. Arbuckle, an account executive with one of the major networks, belongs to three. Several members of the unit are on flight status and use the planes and facilities at Floyd Bennett.

The regular military training for all units at Floyd Bennett is the same as at other air stations. Detachment personnel work longer hours, perhaps, since the weather keeps fouling up the flying. They share aircraft and hangar space with the Navy squadrons.

The field itself is one of the major intra-service fields. While it actually belongs to the Navy, the Coast Guard, Air Force Reserve and Air National Guard also fly from the field. In addition, the New York police department's aircraft are at Floyd Bennett.

Back in the old, old Corps, the organization did a good job but nowadays it requires skill, hard work and initiative to keep the Ready Reserve really ready, and Floyd Bennett's Marine Reservists surpass today's standards.

END



Members of the VMF-132 comm section get expert instruction. Their chief, TSgt. L. R. Brecht, is a micro-wave engineer in civilian life



Visiting Boy Scouts learned the functions of a Marine Air Control Squadron from MSgt. Theodore Rowley during a tour of the area

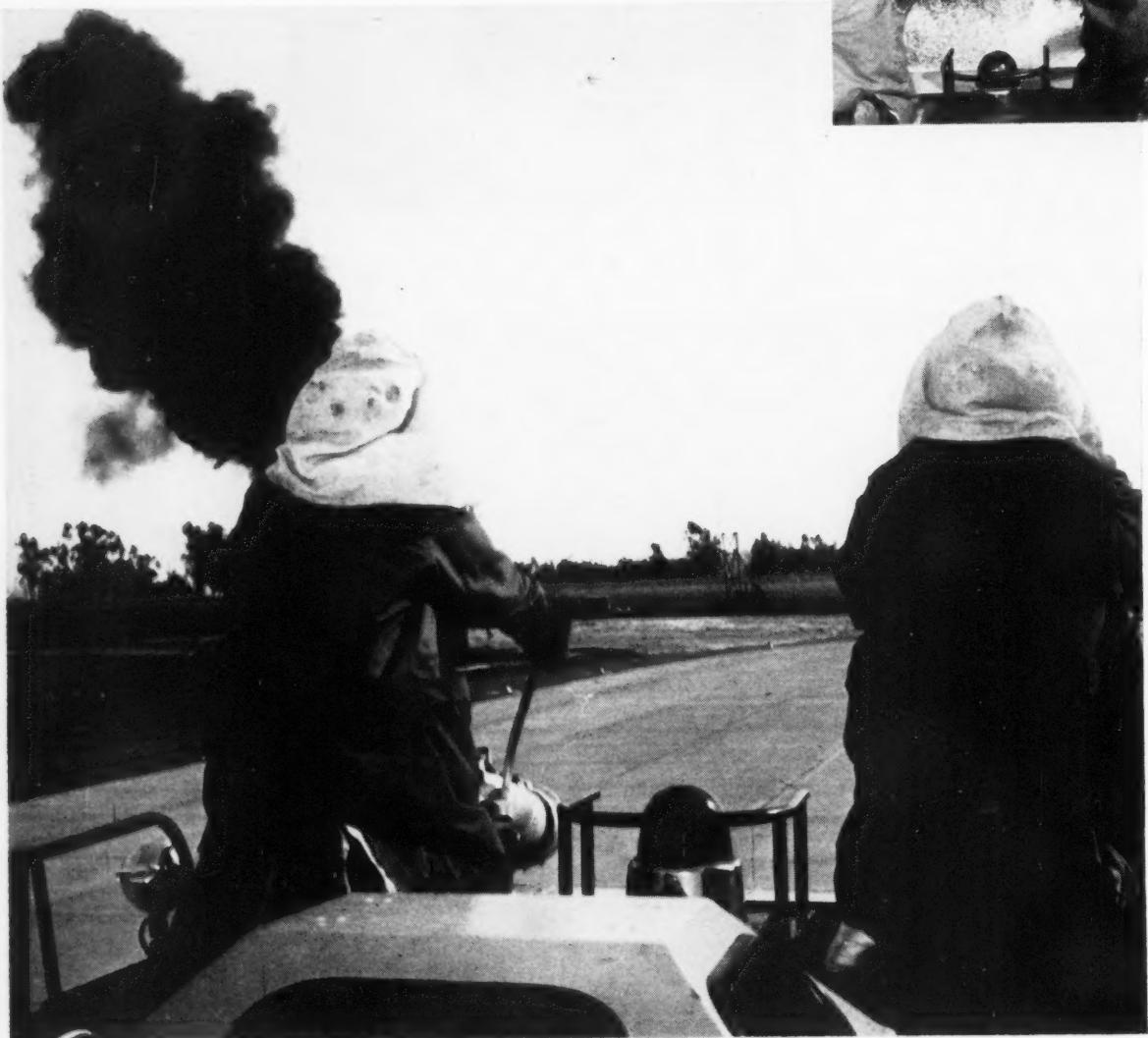


CRASH CREW

Photos by

by TSgt. Robert A. Suhosky
Leatherneck Staff Writer

MSgt. H. B. Wells
Leatherneck Staff Photographer



From a standby position, an MB-1 truck and crew raced to a fire and quickly smothered the flames

with foam. A dummy, simulating a pilot, got prompt attention in a drill which lasted only a few minutes



El Toro's crash crewmen have a four-fold mission: Saving lives, smothering fires, salvaging planes and keeping runways clear



AN F9F JET fighter on a training hop over the Marine Corps Air Station, El Toro, near Santa Ana, California, went out of control a considerable distance from the runway. The pilot's urgent warning crackled over the air to the tower. The tower operator in turn pushed the panic button which sent the crash crew scampering to their waiting fire trucks at the "ready" and "field" positions. Atop a foam-belcher at the mid-runway post, a lookout scanned the sky, spotted the troubled plane and the trucks began barreling down the strip, headed toward the probable point of impact.

Those hanging onto the sides and tops of the speeding vehicles saw the jet bounce in a bean field, kiss off a railroad embankment and screech to a halt in the middle of the archery range at the edge of the station, then it burst into flames. Fuel from the plane sprayed in all directions and set fire to the underbrush.

Seconds later, the first fire-fighting vehicle arrived at the crash after short-cutting across the golf course. Four men wearing fiberglass-lined suits and asbestos hoods were wading into the fire before the truck stopped rolling. They had a single purpose.

The tremendous meeting of plane and earth had jarred the ejection seat from its moorings but the pilot was still strapped in. While three others began cutting the heavy webbing, Corporal

TURN PAGE



The crashmen moved into the fire and soaked up part of the 12,000 gallons of foam which had been pumped from the truck in two minutes

CRASH CREW (cont.)

Wesley Epperson, of Grand Junction, Colorado, opened his coat and canopied it over the unconscious flyer to shield him from the flames crowding all around. Although there was no visible indication of their awareness, not one of the four had forgotten the live 75-mm. cartridge used to explode the seat clear of the plane. It hadn't been shot and the fire could set it off in their faces. Epperson continued to protect the pilot with his coat and body. The rest worked on the straps. Risk was part of their jobs.

By the time the flyer was freed from his harness, the crash crew was on the scene en masse, and the burning brush had been squelched. A stretcher was rushed in for the pilot and he was quickly placed aboard a waiting air-sea rescue helicopter for a fast flight to the Naval Hospital at Corona, California.

Today's fast jets represent an incredible outlay of money but to a crash crew, the high-priced planes take second place when trouble arises.

"We rescue the pilot first, then turn to on the aircraft," Master Sergeant Robert C. Davis, crash chief at El Toro, said. Davis, a tall, grey-haired resident of Santa Ana has been fire-fighting for 11 years now, and has been herding crash crews for the last six. The story of Epperson's quick-thinking on behalf of the injured pilot was a good illustration of the rescuers' creed.

It was less than five minutes from the time the pilot had shouted over his



After the fire, the foam truck was immediately reloaded under the supervision of MSgt. T. A. McClean, the crash crew training chief

mike until he was air-borne in a whirlybird. However, the fast, short work of the crash crew was the result of hard and vigorous hours spent rehearsing

emergency tactics — plus skill and nerves comparable to an iceberg.

At El Toro, the crash crew is under the surveillance of Lieutenant Colonel Herbert A. Peters, the station operations officer, and First Lieutenant Frank J. Bartosik, the crash officer. In addition to the 90 smoke eaters who provide rescue facilities for the huge West Coast air base, they maintain a 15-man detail at Camp Pendleton's auxiliary landing field where Marine Observation Squadron Six makes its home.

Long hours make the role short on pleasure and even waiting can become work. An emergency signifies more work. With the exception of a handful—those people who run the front office, the training chief, and the truck master—El Toro's crash personnel pull three-section duty—one on, two off. "Off-duty" days mean military training commitments to be fulfilled, and they usually are. The duty section doesn't go anywhere either, unless it's on an emergency call. A tour is 24 hours straight through. Davis and Master Sergeant Thomas A. McClean, of Wollaston, Massachusetts, the training chief, are on call at all times.

It takes a sizeable force to crash-crew busy El Toro, home of Aircraft Fleet Marine Force, Pacific and the



El Toro crash crewmen used a lifting crane to simulate the removal of a pilot from a Corsair which had been flipped over on its back

Third Marine Aircraft Wing. Planes— mostly jet jobs capable of close air support or high altitude air superiority—sweep in and out with rapid regularity. The crashmen maintain two stations on the field itself at all times when the runways are open for flying. "Charlie position," in the center of the field, is manned day and night. While two men suit up in protective fiber-glass-lined trousers and heavy rubber boots, another pair perched atop a big foam truck visually track each plane which enters the pattern and follow it until it heads for the taxi strip. The runway, buffeted by the prevailing winds from the Pacific Ocean, receives the bulk of the air traffic, but planes coming and going on its length eventually pass out of sight of the control tower when they are more than halfway down the pike. Charlie position lookouts supplement the tower by observ-

ing each plane while it completes its take off or touch down.

Another crash crew unit keeps watch at the "ready position," at the roll-out end of the duty runway. The remainder of the crew is held on a strict alert status at the "stand-by position" at the crash crew command post next door to the operations terminal. Its equipment is always aimed at the field and ready to roll. Radio contact connects all units and crash vehicles with each other and the tower.

Fire is likely in all serious crack-ups. When fuel from smashed tanks splashes against scraps of hot metal, usually from the engine, a costly bonfire results. Most of the rolling stock used by the crashmen is aimed at quelling the fire. In that act, three big rigs which mix concentrated foamite and water play a leading role. Each of the trucks can pump 12,000 gallons of the fluffy stuff through twin turrets in two minutes. Oxygen is essential to fire. It can't exist without it. It gets none under a blanket of foam. A smaller, one-turret foam truck usually sits at the roll-out end of the duty runway—where the planes "roll out" their landing maneuvers—just in case.

Different types of fire require different antidotes. The foam feeders are augmented by a three-ton truckload of carbon dioxide and portable dry chemical vehicles. Lifting cranes, for raising flipped flying machines so rescuers can remove the pilot, or for hauling decked aircraft out of harm's way, roll with the fire trucks, as do the ever ready ambulance, the utility truck with slings and forcible cockpit entry equipment and the communication jeeps.

Two Piasecki HUP helicopters for air-sea rescue make up the crash crew's air force. Five chopper pilots, led by Captain Max Schumaker, fly on the supposition that no place is inaccessible to their whirly-birds when a human life is involved. Whenever the helicopters take off on a rescue run, whether headed for the open sea or the rugged mountains east of the airfield, an experienced crash crewman is aboard. His job is to size up the mishap, determine what equipment is needed to cope with the crash and get it moving to the scene of the accident as quickly as possible. Summer adds to the work. Brush fires in the boondocks started by wounded airplanes have to be extinguished—by the crash crew.

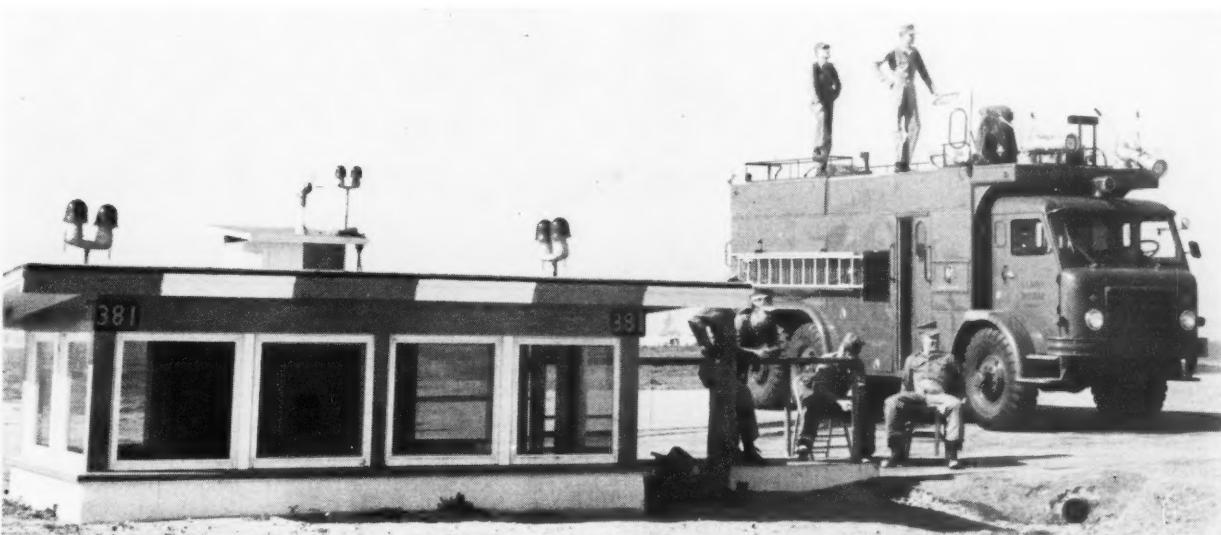
Personnel from the stand-by section form the off-station crash party but they get a minority of calls. On-station crises, particularly on landing approaches, are more common. Normally the bell rings eight to 10 times a week although each turnout does not necessarily mean a crash. Deferred emergencies where the pilot knows, suspects or has an instrument reading showing something wrong with the aircraft send men to predesignated positions along the runway but often their efforts end in a dry run. Crashmen do not consider a DE akin to a false alarm—they'd rather be turned out for nought than not be there.

Wheels and brakes cause the most alarms. Instruments in the cockpit can show a plane's wheels down and locked but that doesn't always make it so. To help incoming pilots, a Marine crash crewman on "wheel watch" at the touch down edge of the runway eyes the underpinnings of all incoming planes.

TURN PAGE



MSgt. R. C. Davis has been a crash crew chief six years



Charlie position, in the center of the airfield, with a foam truck and its crew of five always ready to

move out. Two rescue men remain suited up in safety gear; others watch all planes in the pattern



Pfc E. F. Kranch gives a pilot a white light if his wheels are down; a red one if the wheels are up

The crash crewmen's air force consists of two helicopters which are used for air-sea rescues

CRASH CREW (cont.)

When he can see all wheels down, he gives the pilot a white light to land. A red light and the plane pulls up—wheels didn't show. There have been times when the jet jockey simply forgot to lower them.

But seeing the wheels in landing position still doesn't mean they'll stay that way when the plane is set down. The landing gear could fold halfway down the strip, or a wheel just go bouncing off on its own, reason enough for keeping the ship in sight until it heads for the taxi line. Any foul up, and the crews move out immediately.

Crashes caused by wheel trouble usually aren't too serious. Pilots are stunned and shaky but able to walk away with an assist from the rescuers. There is always the threat of fire, however.

Brake failures could pile up a plane in the soft earth beyond the runway. Pilots dragging their feet haven't had a bit of luck but El Toro has inaugu-



rated a unique arresting system for runaway airplanes. All tactical aircraft in the Fleet Marine Force are equipped with a hook for snagging the arresting cable on a carrier. When a pilot landing at El Toro discovers his brakes are gone, he merely drops the hook before crossing an arresting wire, the weight of the plane snaps a shear pin on each side of the runway and the plane has 24 tons of anchor chain by the tail. It stops 'em. The chain is laid along both sides of the strip forward of the cable and peels off when a plane hooks on.

It also works when a jet is suffering from a flameout.

The idea is an improved design of a stopping device employed at the K-3 airfield in Korea. It's better and faster than anything in use at present, according to MSgt. Davis. Last year it prevented 90 airplanes from going aground.

Until the moment it happens, the specific nature of an emergency is unknown. Crashmen must be prepared for anything, a reason why all hands receive continuous training, whether a

member of the section has had 15 days or 15 years experience in the business. Newcomers from both the air station and the wing go into a primary training program that begins with basic crash crew functioning, equipment checkout and fire and rescue procedure. The latter is a literal baptism of fire backed by foam but no new man goes into the flames unless a veteran is beside him. A mock-up in an isolated neck of the air station is doused with gasoline and torched off. On call, a

truck roars up and begins laying the thick quilt of foam while two men in protective "bunker suits" and hoods rush in to rescue Oscar, the dummy.

Everyone in the section is a qualified crashman, and gets lashed by flames during training sessions but the ordeal is cool by comparison. "Drill fires don't get hot enough to feel through the bunker suits," Private Walter A. Couillard, of Gilman, Wisconsin, said. After several ventures into "live" crack-ups, he is qualified to make that statement.

Another fire-fighter, Pfc Jerry W. Jeffries, of Shreveport, Louisiana, agreed, and added, "In a real one, there's a lot more smoke. Sometimes, it gets hard to breathe and to see."

But timing is perfected on the drill fires. In an emergency, seconds count, although at the time those seconds seem like hours. Familiarization with all types of aircraft works toward the same goal of saving seconds because seconds can save a life. It's important to know where canopy releases, switches, battery and gun accesses are located on a particular plane, and to be able to find them through smoke and flames. A crash crewman is not invulnerable to explosions. He's got to move faster than the fire.

Crash crew personnel have little taste for spectacular wrecks. And while they are less adverse to wheel or brake failures, they would be satisfied if they never had to scramble in answer to another stand-by bell. That would, of course, toss them out of a job, but it'd also mean life or limb were no longer being endangered by plane or pilot errors.

Until that day arrives, they'll continue to train, study, analyze—all in the execution of a vital four-fold mission: Saving lives, smothering fires, salvaging airplanes and keeping their runways hazard-free.

And they'll keep risking their lives to save others from dying. When a hot one has been doused, the trucks will be refilled quickly and returned to stand-by duty, ready for the next emergency.

END



Precious seconds are saved in emergencies by crashmen who have been familiarized with switches, gun accesses and canopy releases



Crashmen relaxed during the noon hour by playing volleyball at the CP, near the operations terminal



Pvt. C. Chilton (L) and Cpl. W. Powell held a field day. Crash trucks are kept ready for emergencies



SKY DIVER

THE average American will anchor himself to the nearest fixed object at the mention of voluntarily jumping out of an airplane. Most individuals feel that anyone who jumps for fun should have a session with a talking doctor. Mention parachuting and the usual answer is, "I'm a terra firma man. The more firma, the less terra!"

Probably no other internationally practiced sport has as few adherents in America as parachuting. There is something terrifying at the thought of taking that first, long step into space. Probably no other sport—and parachuting is definitely a sport when the military trappings are removed—is as misunderstood as jumping.

For many years the general opinion was correct. Parachute jumping was dangerous. More than 60 people were killed in America in one year while doing free falls and the Army court-martialed its airborne troops who were caught practicing the art. Civilian parachuting consisted mainly of exhibitions at air shows and vaudeville-type acts. Many of the jumpers were experienced but their accident rate was extremely high. Periodicals began coming out with the "gory, gory, blood on the risers" routine which pictured unfortunate parachutists littering the coun-

tryside. This upset large segments of the public.

When World War II began, the Army needed thousands of trained jumpers. In order to get only the best physical specimens and the most courageous men available, the paratroopers were built up as super soldiers who could take tremendous punishment in conditioning and jumping. True to their billing, the paratroopers turned out to be a group of very rugged men. The publicity, however, tended to promote the idea that parachuting was the

closest thing to legal suicide. Now, through the efforts of a Marine Reserve captain, Jacques Andre Istel, of Bedford, N.Y., most of the mystery, fear and false notions about parachuting are being dissolved. New equipment and a revolutionary technique called "sky diving" have taken a great deal of the danger out of parachuting. The new technique was introduced to the U.S. by Istel.

Sky diving is, essentially, the absolute control of the body in free fall from the time a jumper leaves an air-

by TSgt. Allen G. Mainard

Leatherneck Staff Writer

craft until his chute opens. He drops in a horizontal, spread-eagle position and controls his body with his hands and feet. If the body is not controlled in a free fall, it will spin much like an out-of-control aircraft and this spinning often results in the jumper blacking out before he can pull the rip cord. This was the cause of 95 percent of the parachute free-fall fatalities in the past.

Unless the jumper knows how to maintain a stabilized position, free fall is extremely dangerous. In one fatal jump, experts estimated that the jumper was spinning 150 turns a minute and had been unable to open his chute. This has happened often in high altitude bail-outs where the pilot had to drop thousands of feet down to breathable air before opening his chute. By being able to control his body, the jumper eliminates another danger in parachuting—rolling into the lines as the chute is opening.

Sky diving was pioneered and per-

fected by the Europeans after World War II. But parachuting was a major sport many years before that. In 1933, the Soviet government formed an organization to promote sports among the young workers. Actually, it promoted parachuting, and with such success that clubs sprang up all over the country. Every park, carnival ground and town square seemed to boast two jump towers—one for the youngsters and a king-sized one for adults.

By 1936, there were 559 parachute towers and 115 training stations in Russia. In 1940, there were more than a million trained civilian parachutists in the U.S.S.R. The figure is twice that today and some 20,000 Russians are proficient and ardent sky divers. The sport is as common in Russia as sandlot baseball is in America.

France is another nation that went all-out for jumping. Ten government-supported training centers were set up and all jumpers were required to take

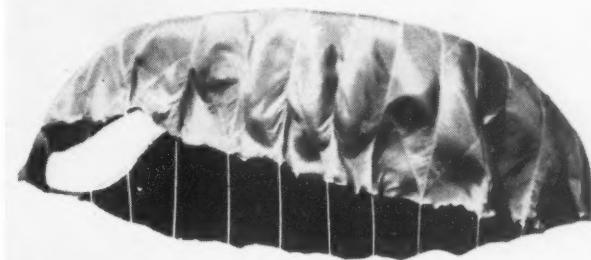
their training at these stations. In one center, alone, students have made more than 20,000 jumps. No student fatalities have been recorded at the 10 training centers. Away from the centers, there have been two reported deaths, both of which were the fault of the jumpers and not the technique. One of the jumpers built an innovation into his parachute. It didn't work. Another attempted a low altitude opening, which violates every rule of the sport.

In the United States, by contrast, there are probably less than 20 proficient sky divers. Until 1956, jumping was confined to the military, smoke jumpers, exhibitionists, aviators in a bind, and a few pioneering enthusiasts who competed in spot jumping contests. Then, in 1956, Istel introduced sky diving to the Americans.

Like most Americans, Istel backed into parachuting. After graduating from college in 1949, he bought an old plane for \$600 and began working for

TURN PAGE

**New equipment and a new
technique have taken
much of the danger out of
free-fall parachuting**



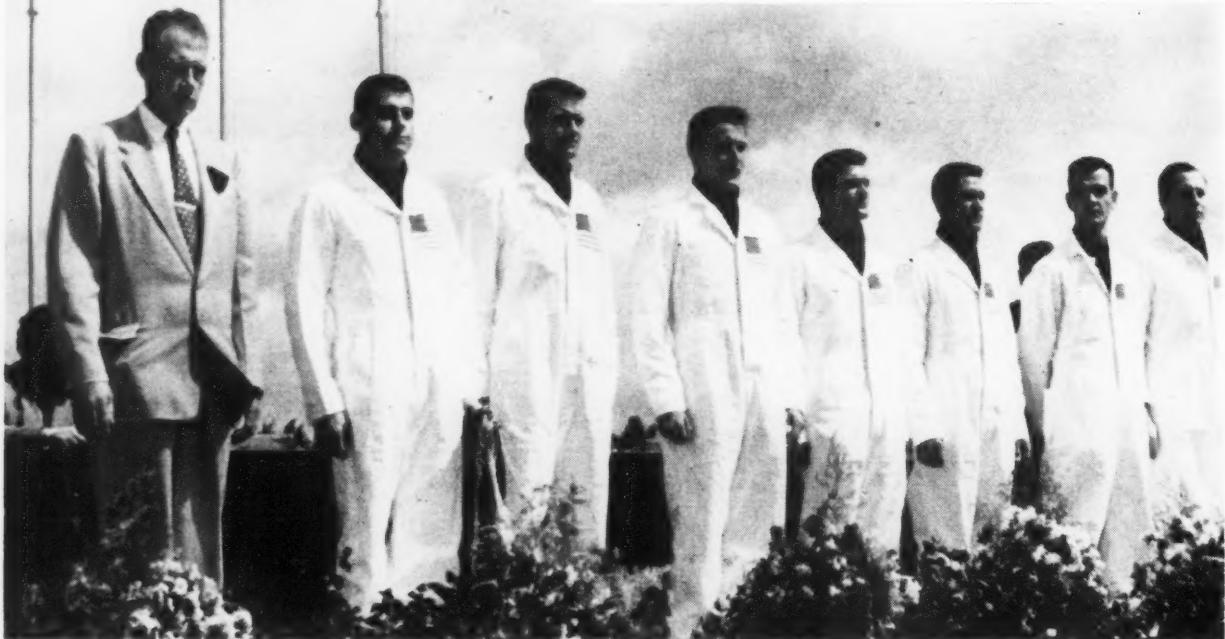
Istel showed excellent form in this Moscow jump. He missed the center of the target circle by only 12 feet

Marines saw Istel demonstrate the Russian blank gore chute at Quantico. It was a stand-up landing

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Lew Sanborn, Istel's partner, was high point man on the American team. Vic Schrager flew the jumpers



The American parachute team: Joe Crane, NPJR president, J. A. Istel, Floyd Hobby, Lew Sanborn,

Lyle Hoffman, George Stone, Bob Fair, and pilot, Vic Schrager. The team finished sixth in the meet

SKY DIVER (cont.)

a commercial pilot's license. Since he was flying at night, when forced landings are almost impossible, he decided he had better learn to jump.

He managed to rent a chute for \$20 from an ex-paratrooper. It took more talking to convince a pilot to take him up, since pilots also think that anyone who steps out of an airplane for kicks,

is a candidate for the happy house. What Istel did was very simple, very dangerous, and in his own words, "Just about the most stupid stunt I ever pulled."

"What I did there," he mused later, "is the very sort of thing we're trying to avoid in this country; untrained jumpers, using old equipment about which they know nothing. I could very easily have killed myself."

But it had been a terrific sensation.

As a result, Istel had to have his own chute.

The man who sold Istel his first chute was Joe Crane, several-time American spot jumping champion. It was a fortunate meeting for both. For more than 20 years, Joe Crane has been the father, guardian and proponent of sport parachuting in the States. Through his personal efforts, parachuting in the U.S. has remained affiliated with the international group which certifies all avia-

tion records from balloon ascents to parachute jumps. The National Aeronautic Association is normally the American agency for the Federation Aeronautique Internationale, the international certifying body. Crane, first as secretary and now as president of the National Parachute Jumpers and Riggers Association, is responsible for seeing that American parachuting records are certified by the international body.

Istel began jumping for sport but had to interrupt this pleasure for a tour with the Marine Corps during the Korean conflict. In due time he arrived in Korea, but with a Service battalion and not the infantry, as he had expected. Since his outfit was set up at an air station, Istel began hanging around in his free time, hoping to bootleg a few jumps. The most common reaction of those approached was to call for the men with the butterfly nets.

In civilian life, Istel was employed by a Wall Street investment firm, but his continued interest in parachuting alarmed his employers to the extent that they gave him his choice of selling bonds or "jumping out of airplanes." Istel chose the sport.

By this time he had become vice-president of the NPJR, and in November, 1955, he was appointed the American delegate to the International Parachuting Commission conference in Vienna, Austria. Istel, who is a naturalized American, and son of a former French diplomat, accepted with an added thought in mind. He wanted to visit his relatives in France. He had never seen the new sky diving technique and had heard of it only vaguely. The revelation came during the Vienna conference.

"They said things such as, 'A man would go out at 6000 feet, do two figure eights and end on a given heading; hit exactly 30 seconds, and open his chute.'

It sounded like Greek to me. I didn't believe it could be done. I didn't believe in the stabilized position. Delayed falls were known to be dangerous."

After the conference, Istel went to France and asked to be shown the new technique. The French said, in essence, "Sorry, friend. The parachuting centers are closed for the Winter, and we can't show you."

Istel finally convinced the French that it would be to the advantage of the sport if he were given a demonstration. Since the technique was unknown in the United States, Istel would be able to return as a product of the French training and spread the word.

The champion of France, Sam Chasak, and his assistant, went up to 10,000 feet. In the bitter December cold—12 below zero at jump altitude—the Frenchmen left the aircraft. For 50 seconds they fell, criss-crossing back and forth over each other, like birds in flight. They used no wings or control surfaces, only their arms and legs. There was no wobbling, tumbling or spinning as the sky divers plummeted earthward. On the ground, Istel watched, almost stupefied. It was the most spectacular thing he had ever seen. But to the blasé Frenchmen, it was very, very old stuff.

Chasak taught his former countryman the technique and also introduced him to some new equipment. The jumps Istel made with Chasak gave him the basic technique and also fired his imagination. Upon his return to the States, he sold Crane on forming an American team to jump in the forthcoming International competition in Moscow.

And this, if you like, is the most amazing part of Jacques Istel's struggle to give America a new sport.

It was January, 1956, and the competition was only six months away. The NPJR had little money in the till. They had no aircraft, jump location, parachutes, or jumpers. They did not know if they could raise the money which was needed to train and transport the team to Moscow. They were not even certain they could get visas and passports to go behind the Iron Curtain. But those were only minor problems. They still had to teach their jumpers the revolutionary technique of sky diving!

Istel and Crane wrote to the 12 top spot jumpers in America. Of the 12, one answered that he was going back into the Army paratroopers. Another was married, with three children. Still another was in the hospital.

And of the nine left? Seven came from all over the United States, at their own expense, for the training — and without any assurance that they could possibly overcome the difficulties and

TURN PAGE



Russian game stewards assisted Istel after each jump. Man at right is measuring distance from the target to where Istel's heels touched

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Sky diving is not a sport for exhibitionists. It requires self-control, stamina and self-confidence



F. L. Pond, 55, pilot and active jumper, helped Istel with his chute when he demonstrated his technique on TV's "Wide Wide World"

SKY DIVER (cont.)

actually reach Moscow. Lew Sanborn arrived from Ft. Lauderdale, Fla., George Bosworth from Buffalo, N.Y., George Stone from Cleveland, Ohio, Floyd Harvey from Elyria, Ohio, Bob Fair from Athens, Tenn., and Lyle Hoffman from Seattle, Wash.

Istel wrote an article for *Flying Magazine*, which recounted his trip to Europe, the problems faced, and the team's need for funds. Money began to trickle in but on the day before their training was to begin at Trenton-Robbinsville Airport, Trenton, N.J., the American parachute team still didn't have an airplane. In desperation, Istel called an acquaintance at Cessna Aircraft Co. The company executives had seen Istel's magazine article, and two hours later, the sky divers had a plane to use while training. Bulova furnished stop watches. Midway Instrument Co. donated altimeters and Lyman Ford,

president of the Pioneer Parachute Co., supplied the chutes.

Mr. Ford had more than a passing interest in seeing the American team do well in Russia. In 1926, he had made the first free fall parachute jump in the Soviet Union.

In the 25 days of good weather they had, the team managed 16 or 17 jumps per man. But they had to interrupt their training to arrange for passports and visas and to raise more funds for the trip. During their training, they had made a movie; with this, they sold the American team.

The final squad was not picked until the group reached France, where they managed another 15 jumps per man. The French were amazed; they contended that sky diving could not be mastered, even by an accomplished parachutist, in less than three months.

"When they saw the Americans sky diving, and knowing how little training they had received, the French were shocked," Istel recalled. "But they

were far more amazed in Moscow when we almost beat them. They came in fourth and we finished sixth. We were really breathing down their necks."

In Moscow, the Russians were extremely polite. They had evidently gotten over their balkiness displayed during the Vienna conference. The Russians had wanted Soviet game stewards to dictate their comments and evaluations to secretaries with appeals, if filed, to be brought before an international jury. The other delegates wanted the events to be photographed simultaneously from three angles and the photos interpreted by a jury. The Russians argued that they had neither qualified technicians nor cameras for this work. The American delegate argued that if the Americans could learn the new technique of sky diving in order to compete, the Russians could train the necessary technicians.

America was the only country without a women's team. Istel recalled a mournful Russian lady, an engineer, who assisted during the competition. Her unhappiness was caused by the fact that she had failed to qualify for the Soviet women's team; she had made only 450 jumps! The Russians stated, sadly, that the junior member of their male team had only 700 jumps . . . more jumps than the American team, combined. The Russians' trainer was no novice, either; he had 2500 jumps to his credit.

There were 10 nations represented in the Moscow meet and 100,000 Russians paid two to three rubles apiece to watch the contest, which Czechoslovakia won. The Russians placed second.

The first event was a "jump and pull" for landing accuracy from 2000 feet. If the chute didn't show within the first three seconds, the jumper lost points. Event number two combined sky diving and accuracy. The jumpers left the plane at 4800 feet, performed a 20-second delayed fall and opened at 2000 feet. Event number three was a straight sky diving event from 6500 feet. The chutists executed a 30-second delayed fall, plus two figure eights, before opening their chutes at 2000 feet. Landing accuracy was not necessary. The fourth and final event was the only team, or group, competition. This was a spot jump from 3300 feet with five team members bailing out, one after the other.

Judging in the contest was rigid and accurate. All events consisted of two

jumps, and Istel had this to say about the judging in event number three:

"It was a 30-second delay from 6500 feet, with two figure eights. You lost points if you started your figures before the 10th second, or finished after the 25th second. And you had to start exactly on the heading of a large arrow on the ground. If you were slightly unstable at any time during the fall, you lost a lot of points."

On his first jump, Istel scored 100 points in style and 50 points in figure eights—the maximum for the event. At that time, he was high point man on the American team. On the second jump, he was about 10 degrees off the arrow.

"I thought, to heck with it. They won't notice the difference unless I make the change to the proper heading," Istel recalled.

But the telemeters, lined up on the arrow and jumper, noted the difference, and Istel got a zero for style in his second jump.

The American team picked up more than experience in Moscow. After an exchange jump with members of the Russian team, they swapped an American chute for the Russians' blank gore model. (A gore is one of the triangular sections that make up the canopy). On the Russian chute, figuring the canopy as a compass, the gore in the 180-degree position was missing. The idea is not new. The British and Americans had experimented with it, but the Russians had greatly improved the idea.

There are several differences between the Russian and American chutes. The Russian canopy is packed in a sleeve,

a device which greatly reduces the opening shock. On other chutes, the pilot chute jerks the main canopy and shroud lines out straight and the canopy opens with a snap. This explosive opening, when coupled with an unstabilized body position, has been responsible for many mishaps. The sleeve, now being produced in this country, has the pilot chute attached to it, rather than the canopy. In dragging the sleeve from the canopy, the chute is permitted to open slowly. Ergo, no opening shock. Unfortunately, the device does not work too well in high speed openings because the friction between the sleeve and canopy tears up the chute. Istel and Sanborn are working on stabilizing devices for high speed work, which may provide all, or part, of the answer.

Another advantage of the blank gore is that it cuts down oscillation, the side-to-side swaying which makes landing dangerous. It also has a slower rate of descent; 14 feet per second in comparison to 18 feet per second for our standard chute. The gore, in permitting the air to escape, actually gives the chute a forward speed of six to eight miles an hour and allows the jumper to reduce his forward speed by landing into the wind. Stand-up landings are common with the Russian chute.

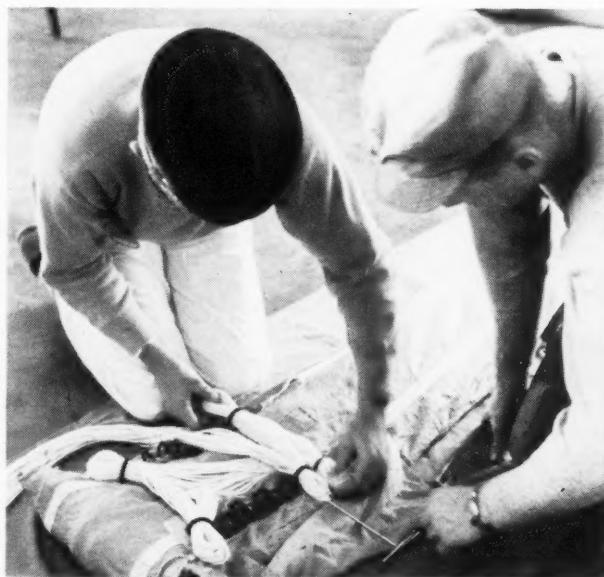
Although sky diving could have a military application, it is not expected to replace the Army Airborne's perfected technique of mass jumping. While each method has its own distinct advantages, the basic difference is that, in mass jumps, it is necessary for the troops to go out fast, at extremely low

altitudes, heavily weighted with combat gear. This calls for extremely tough troops, in excellent condition. The sky diver goes out at a much higher altitude, wearing normal jump clothes and his chutes. Also, in mass jumping, a non-directional chute is used. A steerable chute might cause the jumpers to become entangled.

Sky divers never willfully open a chute below 1800 feet. Before they even begin to learn sky diving, they must complete 15 static line jumps and 15 free falls. The Army gives its troops five jumps before assigning them to an airborne unit.

With the new equipment and technique, the three dangers of jumping have been minimized. Opening shock is reduced by using the sleeve. The stabilized body position allows the chute to stream well away from the jumper's body so he doesn't tangle in the lines. The third, landing shock, has also been greatly lessened.

A sky diver's landing shock is not much more severe than the jolt one would receive if he were to jump from the top of an automobile—if it were standing still. But move the car at 10 miles per hour, to simulate the velocity of the wind, and it becomes a little more difficult. Since airborne troops carry approximately 60 pounds on a jump and must go out regardless of weather in combat, landings are always extremely dangerous. Try jumping from a car which is moving 10 or 20 miles an hour, with 60 pounds on your back. Sky divers never jump if the ground wind is more than 15 miles per hour. (continued on page 108)



Lew Sanborn (left) got a hand with packing from D. C. Sonnichsen, of the California Parachute Club



Sonnichsen, Sanborn and Istel exchanged traditional handshakes before taking off for the telecast jumps

We-the Marines

Edited by TSgt. Paul C. Curtis



Marine All-Weather Fighter Squadron 115 recently compiled a string of flight records at the MCAAS,

Mojave, with the Douglas-built, supersonic F4D-1 "Skyray." The squadron flew a total of 1028.8 hours

New Records

Marine All-Weather Fighter Squadron 115 wrote a bookful of records with the supersonic F4D "Skyray" in 22 days of flying from the airstrips of MCAAS, Mojave.

The self-christened "Desert Rats" of VMF (AW)-115 flew a total of 1028.8 hours, which nearly tripled the record previously held by a Navy "Skyray" squadron. During the 22 days, the squadron made 304 simulated flameout approaches; 228 instrument approaches; 106.9 hours in night flights; and spent 215.9 instrument hours in simulated ground approach. All are new records for the Douglas-built, batwinged all-weather fighter. They capped their achievements with an amazing safety record. There was not even so much as a blown-out tire to mar the accident log.

VMF(AW)-115 was the first Navy or Marine Corps squadron to receive the batwing "Skyray" and since ac-

cepting the first aircraft in April, 1956, it has spent much of its time deployed to the desert from El Toro.

Lieutenant Colonel Ralph H. Spanjer, commanding officer of the squadron, gave much of the credit for the recent feats to Captain James Cole, squadron maintenance officer, Master Sergeant Jerry Bellsmith, engineering chief, and the squadron's ground crews.

Informational Services Office
MCAS, El Toro

Aviation Efficiency Trophy

The Commandant of the Marine Corps has established an Aviation Efficiency Trophy to be awarded annually to the Marine aircraft squadron judged tops in performance of designated mission, flight safety and accident prevention.

Only Marine fighter, attack and com-

Official USMC Photo

Private Howard P. Burke was enlisted for "aviation duty only" →



posite reconnaissance squadrons (including all-weather fighter squadrons) will enter competition for the award initially. Other Marine squadrons will be included at a later date when comparable exercises for them are developed.

The squadrons described currently participate in various competitive events. These include Fleet air gunnery and wing gunnery-bombing meets, evaluation exercises, operational inspections and aviation safety competition. The scores received by the squadrons in these competitive exercises will be used in determining this year's winner.

The Commandant's Aviation Efficiency Trophy will be retained permanently by the winning squadron.

Division of Information
Headquarters, U. S. Marine Corps

Navy-Marine Corps Medal

Corporal Eston D. Extine, an aircraft mechanic with the Headquarters and Maintenance Squadron, Marine Air Group-12, was decorated with the Navy-Marine Corps Medal for heroic conduct during an air-sea rescue operation in Korea. The presentation was made at Iwakuni, Japan, by Colonel William M. Hudson, the group commander.

The citation which accompanied the medal read in part:

"With high winds and crashing surf rendering impossible the surface rescue of 22 Korean Nationals who were stranded on a partially submerged



Photo by Sgt. R. F. Rhoads

Chicago's "Miss Photoflash of 1957" got a military assist from TSgts. J. Matthews and R. Fierke as she left for Hollywood to appear in "D.I."



crane barge aground on a reef off Chimgogi Gap . . . Pfc Extine volunteered to descend from a rescue helicopter to the deck of the barge and assist the half-frozen and exhausted victims.

"Although constantly battered by the driving winds and freezing seas, he repeatedly made his way along the listing deck to the huddled group of survivors and, taking each man in turn, aided him in donning a life vest and hoist harness before guiding him along the deck to a position where the hovering helicopter could pick him up.

"Only after all of the 22 survivors were brought to safety did Pfc Extine permit himself to be lifted from the foundering barge. His outstanding courage, determination and technical

TURN PAGE

Official USMC Photo

◀ New River Marines used the
HUS 'copter for a "litter" drill

WE—THE MARINES (cont.)

skill were in keeping with the highest traditions of the United States Naval Service."

Since the incident for which Pfc Extine was cited, he has been promoted to the rank of corporal.

MSgt. Ed. Barnum
Informational Services Office
First Marine Aircraft Wing

A Handful of "Junk"

Staff Sergeant J. D. Meyers, an aviation hydraulics maintenance man with VMAT-20, Cherry Point, has come up with a unique piece of test equipment that will save up to 50 percent of the man hours involved in aircraft hydraulics maintenance.

SSgt. Meyers spent about 60 off-duty hours working over a few handfuls of salvaged parts from wrecked aircraft. With a little ingenuity and a great deal



Official USMC Photo

Lieutenants D. Mills and J. Donaldson, of MCAS, Quantico, made a "Cook's Tour" of the Mediterranean recently in the Kaman helicopter



Photo by Sgt. R. R. Campbell

Curious Panamanian youngsters examined a Fury jet fighter during Panama's recent Armed Forces

Day observance. The aircraft was exhibited by a Cherry Point squadron on duty in the Caribbean

of practical experience accumulated over the past five years, Meyers put together a device that will detect internal leaks in hydraulic equipment. Only external leaks can be spotted without such a tester. Internal malfunctions could be discovered only by placing the equipment on an aircraft.

The sergeant's device, which is called "Meyers' Meter Miser," is set up in the VMAT-20 engineering shop. It provides an accurate test, under simulated flight conditions, of a plane's hydraulic system. It eliminates the time consumed in repeated replacements of gear aboard an aircraft for test purposes.

A factory-made device which would perform the same job as the one built by SSgt. Meyers, would cost the Marine Corps almost \$5,000. Meyers estimates the cost of his test equipment at \$250 in scrounged parts.

Informational Services Office
MCAS, Cherry Point, N.C.

Thousand Dollar Winner

Corporal Charles V. Gallagher, of Headquarters, Marine Corps, has discovered that the pen is not only mightier than the sword, but it is also more profitable.

For his 350-word entry in the Freedom Foundation's Fourth Annual Letter Writing Contest, Gallagher has been awarded a letter of congratulations from President Dwight D. Eisenhower, an engraved watch, the George Washington Medal, and a check for one thousand dollars. His entry, "My Vote—Freedom's Privilege," was judged best among the 7000 letters sent in by officers and enlisted men from all branches of the Armed Forces.

In addition to his prizes, Cpl. Gallagher was called to the office of the Commandant for an interview and photographs. He was also invited to the Secretary of the Navy's office where he again posed for pictures. Press seats were reserved for the Freedom Foundation's contest winner at President Eisenhower's inauguration and a chauffeur-driven staff car was assigned to him for the week-end.

"It's quite a switch for a Marine corporal to go riding down Pennsylvania Avenue in a convertible and to hear people cheer him in a parade," Gallagher admitted.

Cpl. Gallagher works in the Radio-Television Branch of the Division of Information, Headquarters, Marine Corps. He attends evening classes in Journalism at George Washington University and plans to continue in the writing field. When his Marine Corps service is completed, he intends to use his prize money for tuition at Columbia University.

MSgt. Paul Sarokin
END

FEBRUARY CRAZY CAPTION WINNER

SUBMITTED BY
MSGT. THOMAS F. KORNER
USMC RSS P. O. BUILDING
NEWARK, N. J.



"I don't care if you did tell the boys
you can finish this cruise
standing on your head!"

Here's another chance for readers to dream up their own Crazy Captions. *Leatherneck* will pay \$25 for the craziest caption received before July 1. It's easy. Think up a crazy caption for the cartoon below, print it on the line under the cartoon and fill in your name and complete address. Tear out the cartoon and coupon and mail to *Leatherneck Magazine*, P.O. Box 1918, Washington 13, D.C.

The winning caption will be published in the August issue.



NAME

ADDRESS IN FULL

IF I WERE COMMANDANT

Checks for \$25.00 have been mailed to the writers of the letters which appear on these pages. Leatherneck will continue to print—and pay for—ideas expressed by readers who have sincere constructive suggestions for a better Corps. If you were Commandant, what would you do? Your answer may bring you a check. Write your suggestions in the form of a double-spaced typewritten letter of not more than 300 words, and mail to Leatherneck, P. O. Box 1918, Washington 13, D. C. Be sure to include your name, rank, and service number.



Dear Sir:

If I were Commandant, I would order that a lecture be given at least once every six months on the military preparedness and mission of the Marine Corps.

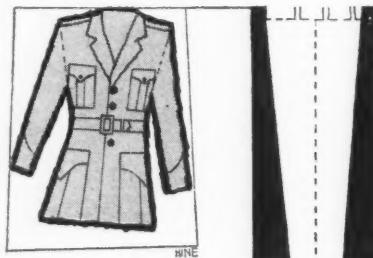
It seems that we are getting more and more "honkers" in the Marine Corps all the time; a "honker," incidentally, is a habitual griper. You find them in every category of rank. They are many and they don't help the discipline of our organization, and there is a reason for their frame of mind. I think it could be corrected with a timely lecture.

The reason and mission the Marine Corps plays in our preparedness program is of great tribute to our national security and the security of the free world. The individual Marine plays an important part of this program. Refreshing his mind on the part he plays would go a long way toward making him realize that the cause for which his efforts and training are required may be well worthy of his consideration. No man would be honking about how much trouble, and how useless our training program is, if he would realize the great cause he is defending has its merit.

A lecture, as has been suggested, would psychologically condition the individual and would impress upon him the importance of a closer look at our training program. It is designed to physically and psychologically meet the pressing demands and

responsibilities placed upon us as the world's most readied fighting force, the U. S. Marine Corps.

Sgt. Leon P. Leblond
483970



Dear Sir:

It has recently come to my attention that many enlisted men in the Marine Corps have insufficient funds for maintaining complete and serviceable clothing, despite the fact that they are receiving clothing allowances. The present system of integrating the clothing allowance with the regular pay seems to "burn holes" in the pockets of some men. Therefore, the following is respectfully submitted:

If I were Commandant, I would revise the present clothing allowance system. My plan may possibly entail a slightly heavier work load on the service record clerk, but would amount to approximately the same or even less detailed work on the part of the supply clerk, as he would not be dealing directly with cash. The

disbursing office would be concerned with clothing allowances only upon termination of the fiscal year, upon discharge or release, and/or upon re-enlistment.

Initially, a new page would be entered in the service record. This page would be maintained the way leave is computed at present. At the beginning of each fiscal year, an initial allowance would be accrued, based upon the present clothing allowance for the individual. At the clothing storeroom, each item of clothing issued would be receipted for in triplicate. Original receipts would be forwarded to Headquarters Marine Corps for accounting purposes and permanent records. One carbon of the receipt would be forwarded to the individual's organizational commander for entry into the service record and subtraction from his accrued allowance. Another carbon would be retained in the clothing storeroom for local inventory and accounting purposes. An individual could accrue to and including two years' allowances. At that time, if not used, any excess would be lost to the individual. Upon discharge, settlement could be made as leave is settled at present. Clothing issued in excess of the basic allowance would result in a checkage of pay to the individual, thereby reducing the possibility of wastage to government funds.

This system is not intricate in its

details, and could be utilized very effectively, with minimum directives. It would not only be simpler for the individual, but would also result in a better uniformed Marine Corps.

Sgt. Morris V. Scott
1437139

Dear Sir:

If I were Commandant of the Marine Corps, the first thing that I would do is let the section chiefs of the battalion and regiment set up and run the CPXs and FEXs, to give them the practice and experience. We now hold Staff NCO parades and I feel that the Marine Corps would be better off if the section chiefs of the S-1, S-2, S-3, and S-4 sections had actual experience in running battalion or regiment CPXs and FEXs. This would keep the section chiefs on the ball and would give the officers a chance to see just how well their chiefs are qualified to handle their respective sections.

The next thing that I would change is the letter designation of the "S" sections of the regiment. For example, the division is broken down into G-1, G-2, G-3, and G-4. The regiment and battalion both have the same letter designation; this sometimes causes a little confusion as to what you are referring to in regard to regiment or battalion. Why not have a letter designation of R-1, R-2, R-3 and R-4, for regiment? This would immediately identify the echelon to which you are referring. The battalion S-1, S-2, S-3, and S-4 would remain the same. You would then have a different letter for each echelon which would be clear to everyone.

The third thing that I would do is replace men in the critical MOS fields by name and MOS. This would alleviate the situation that has been happening in this division—that of a man in the critical field being rotated and no qualified person to take his place. It may be a little extra work for clerks, but you would be getting better results from your men in their respective fields throughout the Marine Corps. I feel this would be worth the extra effort of a few to help the overall proficiency of many.

I would give the man who has just made staff sergeant a formation when presenting his warrant for staff sergeant, and present him with his first swagger stick, compliments and best

of luck, from the Commandant of the Marine Corps. This I am sure would give some real prestige to this new Staff NCO, and send him off in the right direction.

SSgt. Willis E. Phillips
663679

Dear Sir:

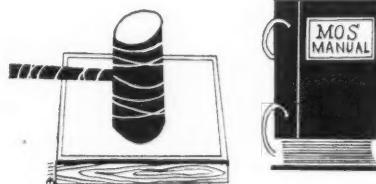
After giving much thought and analysis to the subject of clothing inspections (junk on the bunk) I have reached a decision which I sincerely believe is unanimous with most Marines.

Giving consideration to space available, my conclusion is that clothing inspections are a great harassing agent to all concerned, and they are very helpful in wrinkling a uniform that a man has had pressed to wear. However, they prove that a man has a good layout; he has all of his clothes and they are in good condition. We all have seen that type of Marine receive credit for his efforts and no sooner has he neatly put his inspection clothes away ('til the next one) he reaches in his locker and puts on his working clothes. I need not say more.

The time and place to inspect a man's clothes is when he has them on, regardless of which uniform is being worn. What better time can anyone think of?

Assuming I were Commandant, clothing inspections would become a thing of the past, referred to by the salts as "NOW BACK IN THE OLE CORPS . . ."

SSgt. S. Mounelis
1194836



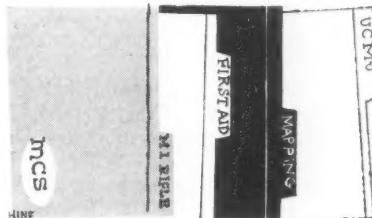
Dear Sir:

If I were Commandant, I would create a primary MOS for non-lawyer legal officers. I would do this because there is no such MOS at the present time and there are many permanent billets for non-lawyers in the legal field. The Marine Corps will probably never have enough lawyers to reach lower than division or wing level in the FMF, except in very rare cases. Any command that convenes special courts-martial needs a full time legal section with a fully qual-

fied legal officer at its head. With anything less, the commanding officer is inviting administrative disaster. Qualified legal officers are not made by handing the job to some officer who has recently made a good showing as trial counsel, and telling him to go to work.

Qualification for assignment to primary MOS as non-lawyer legal officer would be as follows: (a) Graduate of the U. S. Naval School, (Naval Justice), Newport, R. I., (b) work at least one year as legal officer for a group or regiment, and (c) be recommended by both the staff legal officer of the supervisory authority over the command and by the commanding officer for whom the officer has worked.

Capt. J. Q. Nesmith
033263



Dear Sir:

If I were Commandant, I would direct Marine Corps Schools to prepare one-hour progressive lectures on all basic military subjects. Each hour to be inclusive in itself, but tied together so as to completely cover the subject.

Many times an NCO will be given the assignment to give a lecture on a basic military subject. When he goes to look up a reference at the S-3 office he will find that either they don't have the right one or none at all.

With the Marine Corps Schools preparing the lectures they will contain all the pertinent facts. What is more important, the type of lecture and the information given will be uniform throughout the Marine Corps.

Also, I would set up a monitoring team to screen all the manuals to weed out conflicting statements. As an example: The Basic Extension Course on the M1 rifle states that the maximum effective range is 600 yards, and the *Troop Leaders Guide* states that it is 500 yards. This makes it very confusing when it comes to teaching, and making up questions for tests.

SSgt. Neal V. Childs
369481
END

In Reserve



Edited by TSgt. Allen G. Mainard

New Reserve Director

Brigadier General William W. Stickney, a Marine Reservist for 27 years, has been appointed Director, Marine Corps Reserve. He relieved Brigadier General Thomas G. Ennis, who has been transferred to the Third Marine Aircraft Wing, FMF.

Gen. Stickney was commissioned a second lieutenant in the Reserve in 1930, when its membership was approximately 10,000. He participated in fleet maneuvers with the First Marine Brigade that same year. When ordered to active duty in 1940, he was executive officer of Washington's 5th Marine Reserve Battalion. In World War II, he participated in five battles, including the fighting at Guadalcanal. He commanded the 2nd Battalion, First Regiment, First Marine Division.

The general, who now directs a Reserve organization of approximately 250,000 members, and approximately 291 ground and air units, is a graduate of Dartmouth, and National University's law school. He is an attorney in civilian life, and a former law clerk in the United States Supreme Court.

Penny-A-Pound

The satellite unit of the 7th Engineer Company, Green Bay, Wis., has adopted a unique plan whereby members of the unit will be paid a "penny-a-pound" for recruits they sign up. Funds are donated by unit officers and NCO's.

The first month's operations cost the donors \$8.00, for 800 pounds of recruits.

9th District Reporter
Chicago, Ill.

"Toys for Tots"

"Toys for Tots," the Marine Corps Reserve's number-one community relations campaign, collected more than 5,300,000 toys during the 1956 Christmas season, Headquarters Marine Corps announced recently.

The drive, which was conducted in



Photo by SSgt. W. W. Neel, USMC

Brigadier General William W. Stickney, a Marine Reservist for 27 years, was recently assigned as Director, Marine Corps Reserve

more than 250 communities last year, is designed to provide Christmas toys for underprivileged children.

Figures from a consolidated report indicate that almost one million underprivileged children received toys as a result of the ninth annual campaign.

General Randolph McC. Pate, Commandant of the Marine Corps, said:

"It makes me particularly happy to learn that Marine Corps Reservists, Marine Corps Regulars and their friends and neighbors once again joined together so successfully to bring happiness to needy children across the nation."

Division of Information
Headquarters, U.S. Marine Corps

"By the Power . . ."

The Pacific Ocean was the last place the voters of Valley County, Idaho, expected their prosecuting attorney to be sworn into office. Yet, that's where the ceremony took place.

Here's how it happened:

Charles E. Spence is a captain in the Marine Corps Reserve. Last November, he was elected to a second term as prosecuting attorney for Valley County. Idaho law requires that elected county officers take the oath of office on the second Monday in January following the election.

On that day, Capt. Spence was in the midst of serving 30 days active duty



Official USMC Photo

Captain C. E. Spence, USMCR, took his oath as the prosecuting attorney of Valley County, Idaho, from Lt. General E. A. Pollock

on the staff of the First Marine Air-Ground Task Force aboard the USS *Eldorado*, off the Southern California coast. The state law, however, contains provisions which permit county officers to be sworn into office outside Idaho,

if the officer is on active military duty on the January date.

Lieutenant General Edwin A. Pollock, Commanding General of the Fleet Marine Force, Pacific, who headed the Air-Ground Task Force, formally tend-

ered the oath of office to the captain.

The prosecuting attorney served as an enlisted man in World War II, making the Okinawa campaign with the First Marine Division and later serving in China. He reenlisted in the Marine Corps Reserve early in 1950, and received his commission a short time later. Capt. Spence saw action in Korea as a platoon leader with the Fifth Marines and received two Letters of Commendation for his combat service.

Informational Services Office
MCAS, El Toro, Calif.

Public Figures

The Poor Richard Club in Philadelphia had two interesting guests recently, both Marines. Although their work may be different, both Marines are highly skilled in their fields.

Splitting a bullet on an ax blade, firing upside down with a mirror for sighting purposes, and snuffing out a candle's flame, are all routine shots for Technical Sergeant Ulrich Drexel, Jr., who displayed his pistol prowess for the club members.

TSgt. Drexel, who has won hundreds of national and regional pistol awards, appeared on the program with Lieutenant Colonel James "Skeets" Coleman, wartime pilot and winner of the Harmon Trophy for his contributions to aviation during 1954. Col. Coleman spoke and showed films of the fabulous "Flying Pogo," which he originally test-piloted for Convair.

TSgt. William A. Daum
4th MCRRD, Philadelphia
END



Photo by TSgt. Robert Pachucki, USMC

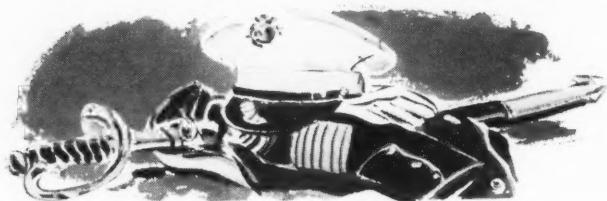
Marines helped Philadelphia's Mayor, R. Dilworth, publicize the Heart Fund



Official USMC Photo

Alfred P. Rexford (L) Poor Richard Club president, hosted Lt. Col. J. F. Coleman and TSgt. Ulrich Drexel at a recent club function

Once a Marine...



ACH MONTH *Leatherneck* will publish the names of officer and enlisted personnel who are retired from the Marine Corps. Newsworthy items concerning retired personnel will also be published. Names of retired personnel are furnished by the Separation and Retirement Branch, HQMC, and are not to be considered as orders to retirement or transfer to the Fleet Marine Corps Reserve.

Aviation Pioneer

Lieutenant General Karl S. Day, one of the pioneers of Marine Corps Aviation, retired on the first of March after nearly 40 years of active and Reserve service. His career spanned the development of aviation from the lumbering, bi-winged Jennies to the transonic, swept-winged jets and his retirement rank is the highest ever held by a Reserve officer in the United States Marine Corps.

Gen. Day's service began in May, 1917, when he was commissioned a second lieutenant and assigned to the first Officer School at Quantico, Va. He was one of 18 young officers transferred to the First Aeronautic Company, U. S. Navy Yard, Philadelphia, for flight training after graduation. This company was the first Marine Corps unit with an official aviation designation.

Lieutenant Day was promoted to captain in July, 1918, and sent to France with the First Marine Aviation Force, Northern Bombing Group. The unit was unique; it had everything for aerial operations, except airplanes. The British had a problem too. They had planes but no pilots to fly them. As a result, Capt. Day flew most of his missions in a Royal Air Force plane. Shortly before the Armistice was signed the Marines received a few planes of their own and the captain made his last raid in an American De-Haviland-4 bomber. For this last



General Randolph McCall Pate, CMC, Lt. Gen. Vernon E. Megee, Assistant CMC, and more than 200 Marine Corps officers from the New York area, gathered to honor Lt. Gen. Karl S. Day when he retired recently. Gen. Pate and Mrs. Day pinned on his third star

sortie he was awarded the Navy Cross.

Capt. Day resigned his Regular Marine Corps commission in 1919, but remained close to aviation for the next decade. He held a variety of jobs in different parts of the world, but always where he could do some flying.

He joined Curtiss Wright Flying Associates in 1929, and moved to

American Air Lines in 1932. He was a pilot at first but later he was assigned as an instrument flight instructor. While flying the mail in 1933, he was forced to bail out of a disabled plane and became an early member of the exclusive Caterpillar Club.

When the first aviation unit of the Marine Corps Reserve was organized in the New York area, Colonel



As a young lieutenant, in 1917, Gen. Day flew a Curtiss JN4B

Day was given command of the squadron. He retained that command until he was called to active duty in December, 1940. During World War II, he served on the staff of Admiral Halsey; under Admiral Arthur W. Radford with the Bureau of Aeronautics; and as the Air Base Commander on Peleliu during the latter part of 1944. He was serving as the commanding officer of Marine Air Group-21, as well as the C.O. of a Transport Air Group on Guam when the Japanese surrendered.

Looking back over his four decades of flying experience, civilian and military, Gen. Day said, "Probably the man who did the most to make a man out of me was my boss with Curtiss, Major E. H. Brainard, (please see obituary notice elsewhere on this page) former Director of Marine Corps Aviation. He was hardboiled, straight shooting and as square as any man who ever wore a Marine Corps uniform. But there were also many others who left their mark on me—for better or worse. I've been a very lucky guy all my life but the luckiest thing that ever happened to me was getting into the Marine Corps in 1917."

Marine Corps Information Office
New York, N. Y.

Placed On Retired List (30 Years)

MC QUILLEN, Francis J. Col.
CEMERIS, John CWO

Placed On Retired List (20 Years)

MERRELL, Jr., Lee C. Col.
BRAZKE, Herman A. Major
PHILPOT, Fred R. Major
RYAN, Lindley M. Major
SLOCUM, Samuel L. Major
TATUM, Jr., Frank P. Major
AUWIL, Arthur H. Capt.

DANIEL, Eddie L.
EME, Richard J.
MERICANTANTE, John C.
PRICE, John M.
RYAN, Sidney J.
WEITEKAMP, Lawrence E.
BLAZER, Philip
BROWN, Sr., Clifford J.
CALIHAN, Robert H.
MC MULLEN, William P.
SNYDER, Henry V.
STONE, Pearly A.
WIGHTMAN, Monroe L.

Capt. TALBERT, Harry E. 259404 6621
Capt. THOMPSON, Jr., Charles W. 259866 5511
Capt. WHITE, Lloyd F. 208527 3049
Capt. WILLIAMS, Leon B. 259067 0369

Cpt. TECHNICAL SERGEANTS
CWO CALFEE, Charles J. 259839 3371
CWO GREEN, Carl D. 249744 1861
CWO JOHNSON, Frank 260842 3516
CWO RYAN, Patrick 260698 0369
CWO STAMELOS, Evangelos 244150 0369
CWO

Placed On Disability Retired List

CLIMIE, James F.
FEHER, Irwin
YOUNG, William J.
BROWN, Zachariah J.
CORKERY, Gerard T.
JOHNSON, William E.
ERICKSON, Reeve E.
FULLER, Jr., Winfield P.
FISHER, Claude A.
RENN, Edward B.

Col.
Capt.
Capt.
1st Lt.
1st Lt.
1st Lt.
2nd Lt.
2nd Lt.
CWO
CWO

CALFEE, Charles J. 259839 3371
GREEN, Carl D. 249744 1861
JOHNSON, Frank 260842 3516
RYAN, Patrick 260698 0369
STAMELOS, Evangelos 244150 0369

STAFF SERGEANTS

STROUD, William T. 266962 0369

Placed On Disability Retired List

MASTER SERGEANTS
NEUMAN, Elwood S. 274918 6413
REYNOLDS, Walter A. 254467 0369

WHITE, James W. 254719 3516

STAFF SERGEANTS

RILEY, Thomas A. 1114848 0811

Major Edwin H. Brainard

Dies

Major Edwin H. Brainard, a former Director of Marine Corps Aviation, died recently at the Bay Pines, Florida Veterans' Hospital. He was buried in Arlington National Cemetery.

The major was one of the Marine Corps' most noted aviators. He was credited with making the first flight from the United States to Nicaragua in a land plane and once held the round-trip speed record from Anacostia, Washington, D.C. to Pensacola, Fla. The flight took 12 hours and 10 minutes.

Major Brainard was commissioned a second lieutenant in 1909. During World War I, he won the Navy Cross, the Silver Star and the French Croix de Guerre with Gold Star. He was a battalion commander with the Second Field Artillery Brigade.

Naval Aviator's wings were pinned on the major at Pensacola in 1921. He was a squadron commander at Santo Domingo from 1922 until 1924 and then served as Director of Marine Aviation until his resignation in 1929.

Placed On Retired List (Public Law 810)

DAY, Karl S. Lt. Gen.
SKELTON, Albert G. Brig. Gen.
MORGAN, Morgan G. Lt. Col.

Placed On Retired List (30 Years)

MASTER SERGEANTS
JACKSON, Paul B. 209214 5519

Transferred To Fleet Marine Corps Reserve

MASTER SERGEANTS

ALBERS, Darrell B.	260562	0369
BAILEY, Melvin D.	260610	0141
BAUER, Francis J.	257644	1379
BENSON, Huie E.	260765	1169
CALLAHAN, Clyde H.	210448	0141
CAREY, Olin V.	243645	0369
COWART, "J" "T"	251317	6413
CROY, James L.	256454	2131
DICKERSON, Sidney S.	254740	0369
DURNO, William M.	259037	4312
EDDER, Lawrence H.	247112	0369
EPPERSON, Charles G.	248445	3441
FISKE, Edmund H.	246964	0369
GARTZ, Spencer D.	257567	4312
GORDON, William	235899	0369
GILES, Ernest E.	257950	3049
GULFO, Vincent T.	260440	2771
HALEN, Edward T.	256188	2171
HARDENBROOK, George B.	248931	0441
HELMS, Harry S.	250648	6661
HILBIG, Arthur C.	246951	3049
JOHNSON, Gilbert H.	476200	0141
KARPOWSKI, Bernard J.	257239	3049
KLUCKER, Cleo R.	246803	3516
KOWALKO, John A.	243395	3051
KROESEN, Paul B.	250944	0369
LAWS, Blaine M.	254538	6413
LOVING, Ralph O.	224835	3121
LUKE, Roy R.	254367	0399
LUNDY, Cordell L.	260198	0231
MAC KAY, James H.	252748	6511
MC ALLISTER, Wayne C.	260796	3311
MC CANN, Charles W.	257479	0141
MC LALAN, Robert A.	252908	1379
MATHEWS, Guy L.	260486	3121
MAYNOR, Arlen W.	238867	0141
MOODY, Andrew J.	290142	3061
PETERSON, Howard C.	260620	0141
PICKHARDT, Alfred A.	257608	2111
SIMMONS, Wallace L.	249419	0369
SKELLET, Edgar W.	254796	1381
STEWART, Jesse L.	255182	6661

END

FUNDAMENTALS

[continued from page 47]

a vocational guidance counselor to determine to what "A" school he will be assigned upon graduation. The need of the service is the prime factor in the final analysis but most graduates get what they want. The counselor makes no hard and fast decision. He assembles the results of the written tests given on the first day of the school; the grades the student has made in the various subjects; and the choice sheets the student has submitted. He determines from his conversation with the student and written comments by the instructors just how motivated the individual has become by a certain specialty. If the man is suited for the job he has chosen, there is little the

counselor has to do. If he is not fitted for the specialty by reason of his aptitude and adaptability, the counselor must then try to persuade him to enter a field where his chances for success are better and his value to the Marine Corps greater. The result is usually a happy compromise.

All the students who start Aviation Fundamentals School complete the course. Not everyone graduates and not all of those who make a passing grade are sent on to Class "A" schools. Those who fail or just barely get by are sent to aviation units where they are assigned in an on-the-job training status.

Those who graduate with a comfortable margin fan out to the Class "A" schools operated by the Naval Air Technical Training Command. Some go to Lakehurst, N. J., to parachute riggers school; some to Biloxi, Miss.,

and Olathe, Kan., for aircraft early warning and tower and radar air control instruction. Most of them go to the huge, sprawling NATTC installation at Memphis, Tenn., where the bulk of the mechanical and electronic schools are located. A few men remain at Jacksonville to study in the aviation ordnance, electricity and supply fields and the neophyte aerial photographers are transferred to Pensacola, Fla.

Aviation Fundamentals is only the beginning. It is the alpha of learning for Marine Corps aviation training. There is no omega. From the time he leaves Jacksonville until he goes out on 20, the aviation specialist is studying, learning and putting to practical use the knowledge and know-how he accumulates. Aviation Fundamentals has only given him a firm foothold on the path and started him in the right direction.

END

TEST CENTER

[continued from page 63]

captain, a chief warrant officer and two master sergeants are attached to the division.

Major Anthony Nollet, the senior Marine test pilot at Armament Test, is the only Marine pilot at the center who

has not gone through the Test Pilot Training School. He spent two years at the Navy Post Graduate School, Annapolis, and one year at the Massachusetts Institute of Technology prior to his assignment at Patuxent. He earned a Master's Degree in Aeronautical Engineering at MIT. This schooling permitted him to be assigned directly to the Test Center.

Major Nollet flies every day that the weather permits. If he happens to be

grounded for three or four days in a row, he's a walking bundle of nervous energy.

It costs about \$10,000 per flight to lift a plane off the runways of Armament Test for a detailed assessment of the plane's weapons system. At the beginning of military aviation, airplanes were built to fly and the ordnance necessary to perform the required mission was "hung on" later. Today, a military aircraft is a gun platform or weapons system designed for a specific purpose. The ordnance for a mission is conceived or designed and the aircraft is then built around the weapons system.

Today's aircraft will fly higher, faster and farther than ever before. Every turn of the wheel brings a newer, more powerful and more complex plane off the drafting boards and assembly lines. It's the job of the Naval Air Test Center, Patuxent, to make sure that the planes destined for Navy and Marine Corps service meet all the specifications to perform their mission efficiently and effectively. The Marines are doing their job with a dynamic fervor unrivaled anywhere in the Marine Corps. Their working hours are numbered by the time required to do the job and limited only by the number of hours in a day. Most of them are fascinated by being in on the ground floor of aviation's period of most rapid progress. Every aircraft that comes into the Navy's Fleet and the Marine Corps' aviation units gets a complete "wring-out" at Patuxent. The Naval Air Test Center's pilots and ground maintenance personnel make sure of that.

END



"Isn't it thrilling to see those jets take off?"

Leatherneck Magazine

BULLETIN BOARD

BULLETIN BOARD is Leatherneck's interpretation of information released by Headquarters Marine Corps and other sources. Items on these pages are not to be considered official.

Exams Slated for Naval Academy Hopefuls

Examinations to select qualified, enlisted Marines for assignment to the Naval Preparatory School, Bainbridge, Md., will be given throughout the Marine Corps on July 5, 1957.

The Naval Preparatory School prepares the enlisted men of the Navy and Marine Corps scholastically for the U. S. Naval Academy Entrance Examinations on March 27, 1958. The school's course lasts eight months and begins in October.

Following the Academy entrance examinations, the Secretary of the Navy selects 160 of the top participants to be appointed Midshipmen and assigned to the Naval Academy. Graduates of the four-year course at the Academy receive a degree and are commissioned either in the Marine Corps or Navy.

Instructions have been published to all Marine Corps commanding officers, directing the encouragement of all qualified enlisted men to apply for the Naval Preparatory School exams. The qualifications for the school follow. To be eligible, applicants must:

1. Be of officer caliber.
2. Have enlisted in the Marine

Corps on or before July 1, 1957.

3. Be a citizen of the United States.

4. Be not less than 17 nor more than 22 years of age on July 1 of the calendar year in which the candidate will enter the Academy.

5. Have completed at least three years of a high school course (or its equivalent) and have satisfactorily completed two years of either algebra or geometry, or one year of each.

6. Not now nor ever been married.

7. No person who has completed one academic year at the Naval School, Academy or College Preparatory, may be reassigned, except in the case of protracted illness or other extenuating circumstances.

Qualified personnel should see their first sergeant for further information and for assistance in making application for this program.

Assignment of Enlisted Personnel as Naval Aviation Cadets

The procedures, policies and criteria governing the selection of enlisted personnel on active duty for assignment to flight training as Naval Aviation Cadets have been outlined in Marine Corps Order 1120.1A.

REQUIREMENTS

Applicants must meet all of the following requirements and no waivers will be granted.

1. Must be a male citizen of the United States.
2. Must have completed two years of college at an accredited college or university. In the absence thereof, individuals who have completed one year of college at an accredited college or university, or have the service-accepted equivalent (attainment of a satisfactory score on the USAFI College Level Test) and have a GCT score of 120 plus a Pattern Analysis score of 116, are eligible to apply. A year of college is defined as 30 semester hours or 45 quarter hours of college credit.

3. Must be at least 18 but less than 25 years of age on the date application is submitted. Applicants under 21 are required to have the consent of their parent or guardian.

4. Must sign a contract agreeing to remain on

active duty for four years from the date of first reporting to active duty in the grade of Naval Aviation Cadet unless sooner released by the Secretary of the Navy. If the applicant is separated from the flight training program after commissioning, he will be required to serve the remainder of his four year obligation in an officer status.

5. Must be unmarried and agree to remain unmarried until commissioned.

6. Must attain the indicated minimum acceptable grade on the following flight aptitude tests:

Aviation Qualification Test	3
Flight Aptitude Rating	3

7. Must be physically qualified and aeronautically adapted for the actual control of aircraft in accordance with the current edition of the Manual of the Medical Department, U.S. Navy. No waivers will be granted.

8. Must be strongly motivated to fly, and possess potential officer-like qualities.

BACKGROUND AND POLICIES

Personnel selected will be assigned to the U.S. Naval Air Station, Pensacola, Florida. Upon reporting they will be processed for discharge for the

TURN PAGE

BULLETIN BOARD (cont.)

convenience of the government and will be enlisted in the special grade of Naval Aviation Cadet, USNR-R.

The flight training course is of approximately 18 months duration. Naval Aviation Cadets will be appointed Ensign, USNR, upon successful completion of approximately 14 months of flight training and designated a Naval Aviator. Within authorized quotas Naval Aviation Cadets are permitted to volunteer for selection and appointment as Second Lieutenants, USMC.

Upon fulfillment of their contract, candidates will be released to inactive duty unless extension or integration into the Regular Establishment has been requested and approved. Personnel are permitted to continue on active duty in a Reserve status if vacancies in the service permit. Applicants for integration into the Regular Establishment, if selected and approved, will be appointed in the Regular Navy or Regular Marine Corps with the same date of rank as held in the Reserve.

Should an applicant no longer desire to be considered at any time prior to his receipt of orders to flight training, he must make written notification of the withdrawal of his application to the Chief of Naval Personnel via CMC. Such a request will be approved without prejudice.

Candidates who violate their contract by marriage prior to receiving their commission will be dropped from flight training. In addition, candidates who fall below the required standards in ground school, flight training, physical training, or in conduct or aptitude, will be separated from training. Naval Aviation Cadets separated from flight training prior to appointment may, if qualified, select one of the following options:

1. Be reassigned to further active duty in the Naval Reserve for a period which, when combined with the period served on active duty as a Naval Aviation Cadet, will total at least 24 months unless sooner released by the Department of the Navy.

2. Be discharged from the Naval Reserve for the purpose of immediate reenlistment in the Regular Navy or Regular Marine Corps.

3. Be discharged from the Naval Reserve for the purpose of immediate reenlistment in the Marine Corps Reserve and assignment to immediate extended active duty for a period which, when combined with the period served on active duty as a Naval Aviation Cadet, will total at least 24 months.

COMMAND PROCEDURES

Nothing following should preclude the submission of applications by personnel who may have been under observation for only a short period of

time, such as recruits undergoing recruit training and students at Marine Corps/Naval Schools.

A local Selection Board, consisting of three officers of, or above, the grade of Captain, where possible, will be convened at each activity to interview applicants and to recommend those who are considered to be outstanding candidates and of officer caliber. This Board shall interview the immediate superior of the applicant and interview each applicant concerning his education, aptitude for military life, and motivation for flight training.

The commanding officer shall review each case and recommend favorably only those applicants he has personally interviewed and certified to be of officer caliber. The commanding officer must make a specific statement that the applicant is fully qualified and recommended for flight training and is considered to be officer material.

PHYSICAL EXAMINATION

Recommended applicants will be given a preliminary physical examination by those activities not having a flight surgeon. Upon the determination that the applicant meets the basic flight requirements, he will be ordered to the nearest Naval or Marine Corps activity having a flight surgeon for the purpose of taking a flight physical and the Aviation Classification Tests.

Since no waivers of physical defects will be granted, applications of candidates not physically qualified for flying will not be forwarded.

Upon completion of the examinations, the report of medical examination and a report of medical history will be forwarded immediately to the Chief, Bureau of Medicine and Surgery, as prescribed by the Manual of the Medical Department.

TRANSFER RESTRICTIONS

Individuals submitting an application under these provisions will not be transferred from their present duty station if within CONUS.

PROCESSING TIME

It is anticipated that about three months will be required to process a complete application.

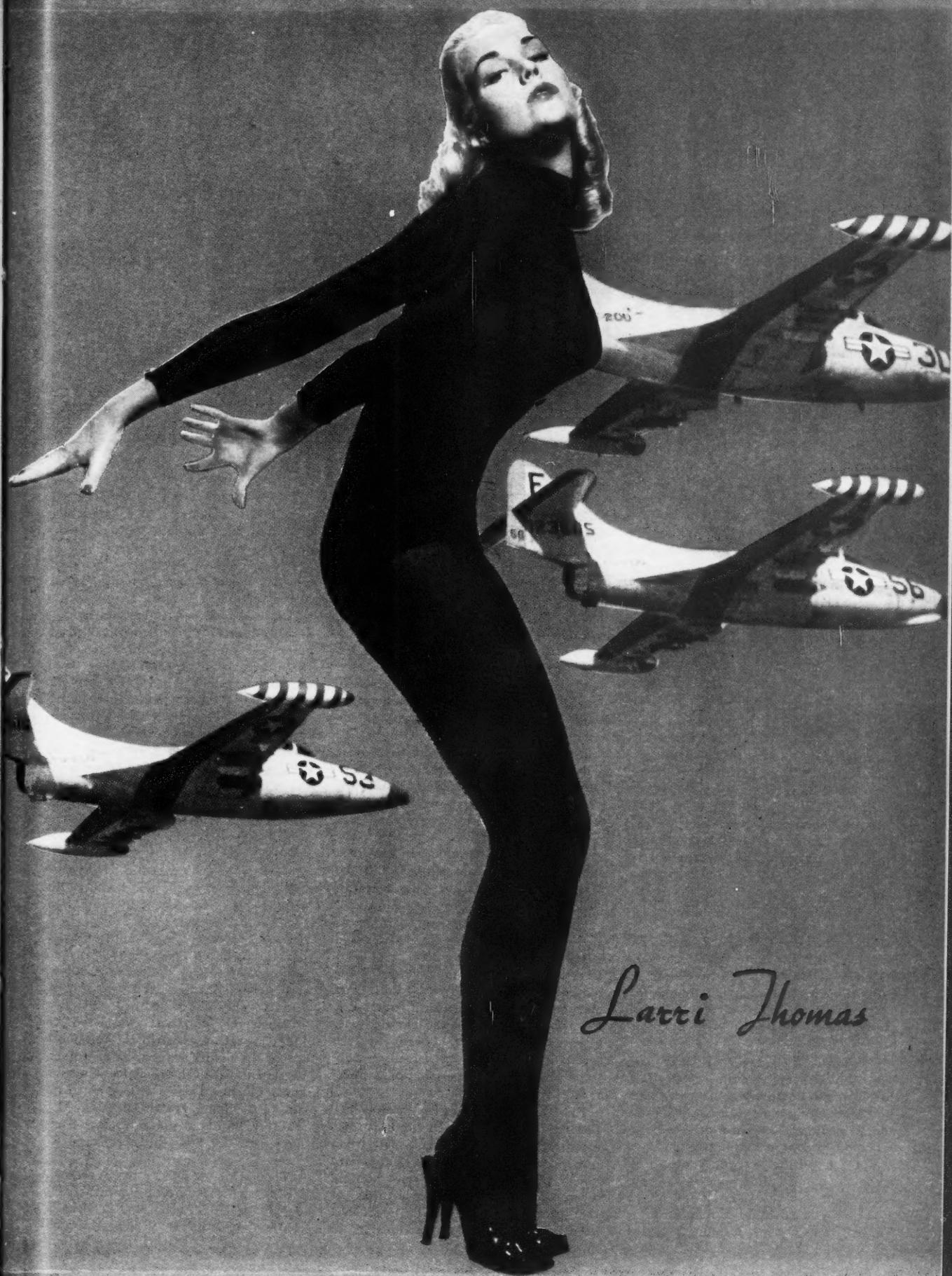
ACTION

Individuals who believe they are qualified and desire flight training under the Naval Aviation Cadet Program are advised to contact their first sergeant and/or commanding officer immediately. However, the Program will be a continuing one and application may be made at any time. Commands have been directed to fully publicize the opportunities outlined and to emphasize them on a continuing basis.

Personnel Visiting HQMC

Marine personnel visiting Headquarters Marine Corps either on an official or unofficial basis should be certain they are wearing the proper uniform and wearing it properly.

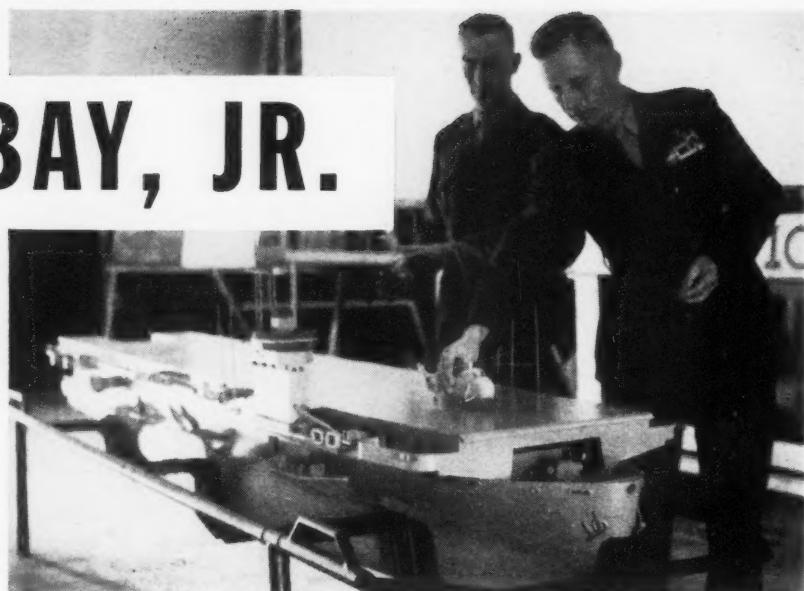
Brass and leather should be shined and particular stress is being laid on proper trouser length (MCM 4908.1) and run-down heels. Double-soled shoes are not authorized for uniform wear. **END**



THETIS BAY, JR.

by TSgt. Robert A. Suhosky
Leatherneck Staff Writer

The model ship, built by Sgt. Meisner and MSgt. Hutchison



ALTHOUGH she has never been submerged in water, the builders of the latest *USS Thetis Bay* (CVHA-1) say she'll float all right if anyone has a bathtub big enough to accommodate her ten-foot, four-inch length. And while it is doubtful if this scale replica of the Navy's first 'copter carrier will ever be put to sea, she is serving nobly as a deluxe training aid for troop orientation and staff planning.

The model ship is the second in Marine Corps Test Unit One's fleet of never-sail carriers; the other one is the *USS Horne*, an asphalt flattop complete with an "island" on a Camp Pendleton, Calif., hillside.

As a pioneer of the vertical envelopment, Test Unit One had had a voice in the conversion of the original *Thetis Bay* from escort to helicopter carrier. The idea of a model of the new type ship to familiarize Marines with its capabilities came from the unit's commanding officer, Colonel Edward N. Rydalch. But the instructions the colonel gave to Master Sergeant Gerald J. Hutchison, of Wewoka, Oklahoma for constructing the ship left the puzzled sandy-haired six-striper scratching his head.

Hutchison, who reverted from first lieutenant to his present grade last July, was relinquishing his duties as Test Unit One's motor transport officer, and with almost 20 years of service to his credit, was figuring his twilight days would be without strain until Col. Rydalch handed him one more job assignment.

"Want you to build a model of the *Thetis*," the CO said, standing near the

middle of his office. "From here to that desk."

It was, in a sense, a short, specific order, but it left Hutchison perplexed—and he had never meddled with model building. He countered with a request for the assistance of Sergeant Donald E. Meisner, of Royal, Neb., and got it—along with a deadline of November 15. Meisner was a Test Unit One motor pool man who had on many occasions demonstrated his capacity for detailed work. Moreover, he was adroit at assembling model kits.

Hutchison started the project with a flying trip to the Naval shipyard at Hunter's Point, near San Francisco, where the *Thetis Bay* was being fitted out after her recommissioning. He came back armed with a table of offsets, a table of isometrics—drawings showing elevation and flood plan in one view—and a set of blueprints for each deck.

Using blueprints and photographs as a guide, the two Marines laminated strips of sugar pine to make a plug or form around which they wrapped the model's actual fiberglass hull and slapped it into shape with a resin solution. It was perhaps the easiest part, although everything that went into the scaled-down ship from her inner bottoms to the mast tops had to be fashioned by hand.

And, to be an effective training aid, the ship was constructed for easy disassembly, deck by deck. Yet when finished, and her flight deck sections are all in place, the model lacks nothing when compared with photographs of the actual *Thetis Bay*. The inside has been meticulously compartmented in

plexiglass, although that maneuver presented her builders with a sticky problem—an acceptable glue.

The gluesome trouble was uncovered one day when Meisner handed Hutchison a section of a deck. Hutch was at the moment already gingerly holding another parcel of put-together plexiglass and suddenly felt first one, then the other, begin to fall apart. Both sections ended in a heap of neatly-cut plastic pieces somewhat akin to a jigsaw puzzle. Work halted while the duo experimented with other adherents, finally found a suitable solution in an annealing compound applied with an eye-dropper scrounged from sick bay.

In the beginning, the pair had sought advice on ship building from several sources, one of which estimated that the model they had in mind would cost upward of \$16,000 to build. Hutchison and Meisner brought her home in the neighborhood of \$300, including the tiny radar antenna. That figure is, of course, less the cost of labor; the two Marines worked eight-hour days for months, with nights and week-ends adding overtime, but the ship was finished 10 days ahead of schedule.

When the ship was completed, the builders were reassigned the mission of toting the model around camp, spelling its potentialities in the light of vertical envelopment. There's still some fitting out to be done; Hutchison planned to install 1796 bunks aboard before transferring to the Fleet Marine Corps Reserve.

Then Don Meisner, buck sergeant, USMC, will assume command as skipper of the *USS Thetis Bay* (CVHA-1), ten-feet, four-inches in length. **END**



"BIRD DOGGING" ATHLETICS AT Cherry Point

Members of the intramural basketball championship team were **Bill Bell**, **Gil Summers**, **Art De Genaro**, **Joe Skinner**, **Ed O'Brien**, **Jerry Eskridge**, **John Murphy**, **Bill**

SPORT SHORTS

by MSgt. Woody Jones
Leatherneck Staff Writer

O'Hara, **Bill Skinner** and **Rog Grooman**. The hustling MABS-32 unit defeated H&HS-2, 47-42, in the payoff game. The positions of squad coach, floor captain and manager were held by one man—Bill Skinner. Named to the league all-star team, by officials and coaches, were center O'Hara and guard B. Skinner, from the champions; guard **George Pettee**, H&MS-24; forwards **Paul Haney**, MACS-6, and **Jim Cox**, VMF-235.

A successful benefit tourney, for the March of Dimes, had 74 competing golfers. . . . In an indoor small bore rifle match, **S. A. Bixler** was first in the sitting and offhand positions, captured aggregate honors with a 714X800 score. . . . **Dick Phillips**, former 'Point baseball player, hit .346 for the Mexico City Aztecs in a Winter league.

... Hawaii

Coach **Ira P. Norfolk**'s Hawaii Marine basketball team finished its regular conference season with a 22-2 record, five games ahead of the nearest rival. After a slow start, the team won 20 consecutive games, averaged 105.5 points per game. Guard **Ron Perry** led team scorers with a per game average of 21.8 points; shared individual honors with forwards **Al Schutts**, 20.2, and **Ben Stewart**, 18.8.

Art Griffith, who coached the Oklahoma A&M wrestling team to 19 national championships, conducted a three-day clinic, at Kaneohe Bay, for **Bob Maiden**'s grapplers. . . . Olympic lightweight boxer **Luis Molina** is now a member of **Freddie Lenn**'s stable. . . . Pistol shooters **Ben Vinson**, **Don Waldron**, **Frank Brandon** and **Harley Jenkins** were hon-

ored at a meritorious mast. . . . Coach **Ivar Svenson** has been training the Hawaii Marine swimmers and divers since March, prepping for the All-Marine meet at El Toro, 23 July.

... Miami

In an N.R.A. approved pistol match at Coral Gables, M.C.A.S. pistoleer **Harvey Dunn** won a .22 caliber event, placed fourth with the .45. . . . VMA-331 Corporals **W. W. Milson** and **G. R. McVettie** took on all comers, won a station shuffleboard tournament. . . . Undefeated Special Services was leading the intramural basketball league. . . . In his *Air Scoop* column, **Wes Ward** lamented Miami's lack of representation in the All-Marine boxing tourney.

... El Toro

The *Flight Jacket* reported **Ernest Broadnax**, SMS-1 cager, to be the property of the Kansas City Stars, a Harlem Globetrotters' farm team. . . . The "Five Mrs." and the "Lucky Strikes" were tied, at the end of scheduled play in a women's bowling league. . . . In a men's league, the "Robins" topped final week standings, with the "Sparks" and "Flying Bulls" in contention. . . . **R. Simms** won a station golf championship.

... Quantico

With a 20.5 average per game, the Air Station's **Bill Tinley** was among early intramural basketball league scorers. . . . The varsity baseball team will play a 100-game schedule, be managed (coached) by **John Buynak**. It's his first service coaching job. . . . **Walter "Red" Stepanovich**, nigh unbeatable Quantico boxer a few years ago, is now a drill instructor at Parris Island.

END

Transfers

Compiled by
Cpl. Elsie Pochel

Each month *Leatherneck* publishes names of the top pay grade personnel transferred by Marine Corps Special Orders. We print as many as space permits. These columns list abbreviations of both old and new duty stations.

This feature is intended primarily to provide information whereby Marines may maintain a closer contact with this important phase of the Corps.

This listing is for information purposes only, and is NOT to be construed as orders. It is subject to HQMC modifications.

**SERGEANTS MAJOR
FIRST SERGEANTS
MASTER SERGEANTS**

ALDEN, Billie M. (0761) ForTrps 29
 Faime to MB Wash DC
 ATKINS, Theron L. (3049) 1stMAW to
 MCRCpt
 AVIA, Robert Frederick A (0231) 3rdMarDiv to
 NB NorVa
 BAILEY, Linwood C (0398) 11thSpltInCo
 Jersey City NJ to 20dMarDiv
 BALL, George W (0411) FMFPac to
 11thSpltInCo Jersey City NJ
 BAND, William (7041) HQMC to
 CASA Es Torre FFT
 BARBIER, Antoine M (0369) AirFMFPac to
 MCB CamPnt
 BARNES, Edwin E (0369) 2dMarDiv to
 1stWpnnsBn Forest Park III
 BAUER, Edward A (1519) MarCorSup-
 Acty Phila to MCAS Quantico
 BARTON, John (0369) MCB CamLej to
 MB NB Blyth
 BENDOKAS, Daniel L (0141) FMFPac to
 MCAS CherPt.
 BENNETT, Harry C (0411) MB NAD Ft
 Millin Phila to MCB CamPnt
 BENNISON, Elroy (0141) MCAS
 Miami to MCB Boston
 BELL, Eugene G (3019) 7thEngrCo
 Graveline Wis to MCRCpt Deleware
 BLOOM, John T (1519) MarCorSupActy
 Phila to MCB CamLej
 BRAWNER, Herman H (0798) 2d75mm-
 AAA Btry Waco Tex to MCB 275 Palms
 BULLARD, William E (0810) MB NAS
 Lakehurst NJ to ForTrps 29 Palms
 BULLARD, Roy (0141) 6thSpltInCo
 Cumberland MD to MCAS CherPt
 BULLOCK, William O (0811) ForTrps
 FMFPac to 1stMarDiv
 BURT, Charles M (3049) MCSCFA SFran
 to MCSC Barstow
 BYRNE, James G (3049) 102dSpltInCo Great
 Falls Mont to 29 Palms
 CADDLE, John J (2529) 1stMAW to For-
 Trps CamLej
 CALLAHAN, Francis W (0141) HQMC to
 MarCorCruisTa Kansas City
 CARR, Jerry V (0369) 3rdMarDiv to
 1stMarDiv
 CARRUBA, Santo J (3516) 3dMarDiv to
 MCAS El Toro
 CHESTNUT, Arthur B (4611) 1stMAW
 to MCAS CherPt
 CHILDS, Victor M (3518) 1stMAW to
 ForTrps 29 Palms
 CHRISTO, Mortimer F (0141) FMFPac to
 1stMarDiv
 COLBERT, Thomas F (0349) 2d105mm-
 HowBtry Jackson Miss to FMFLant NB
 NorVa
 CONNELL, James C (3049) AirFMFPac
 to MCRCpt
 CRAVEN, William V (0141) 5thSpltInCo
 Milwaukee to MB NS SDiego
 CROWELL, Luther T (2111) MARTD
 MARTC NAS Columbus Ohio to MCB
 CamPnt FFT
 CUNNINGHAM, Robert O (3371) MCB
 CamLej to MB WashDC
 DALLY, Edward M (6514) MAD NATTC
 Jax to NAS Edenton NC
 DAVIS, Harry J (1000) MCAS CherPt to
 HQMC
 DAVIS, James R (3371) 1stMAW to 1st
 MarDiv
 DINDO Jr., Antonio (2771) FMFPac to
 ForTrps 29 Palms

DUTKA, Victor W (0811) 2dMarDiv to
 MCA CamPcn FFT
 EWERT, Richard R (1539) MarCorSup-
 pl CmLn CamLej
 EVERIS, Thomas (0399) 17thSpInfc
 Wichita Kan to MCB 29 Palms
 FAVILLE, Herbert W (1369) 3dMarDiv to
 ForTrps CamLej
 FELLOWS, Paul J (4131) MCAS Kanaho
 Bay to MCB 29 Palms
 FEMIA, Francis J (4131) HQMC to NS
 SFrAn
 FITZGERALD Jr., Thomas S (3049)
 HQMC to MCB CamPcn
 FOREUS, Argus H (4111) HQMC to Mar
 CorSupCen Barstow
 FRECHETTE, Rheal P (0141) MB NRC
 Novta to MB NB Boston
 FROSH, Lloyd J (6143) MCAS Miami to
 MCAS El Toro FFT
 FRYER, Clinton R (4311) MarCorSupCen
 Barstow
 MarCorCldWeatRaCen
 Bridgeport Calif
 GAMBRILL, Carl M (3049) MCSFA
 SFrAn to MB NAD Bango Wash
 GARNER, James "D" (0141) MCAS
 Kaneohe Bay to MCB CamPcn
 GELHISER, Donald P (0761) MB FITAct
 Yokosuka to 29 Palms
 GERRITZ, Martin S (7041) 1stMarDiv to
 MCS Quant
 GETCHELL, Kenneth R (3049) MARTD
 MARTC NAS Willow Grove Penna to
 ForTrps CamLej
 GLENN, Robert C (0369) 1stMarDiv to
 MCAS El Toro
 GILBROOK, William F (1379) NB Nav-
 Pen to 29 Palms
 GOLEBY, Jim Peter B (6806) MCAS El
 Toro to MCAS El Toro FFT
 GREEN, John R (1871) 1stMarDiv to
 CamPcn FFT
 GREESON, Carl W (0798) MCS Quant to
 MCB CamPcn FFT
 GROSS, Leroy F (3049) MD NAS Chin-
 coo Point
 GRASSFORD, Clarence P (0141) MCAS
 Kaneohe Bay to MB NB Pearl Harbor
 HALCOMB, Chester (0369) 1stMarDiv to
 MCB CamPcn FFT
 HARRIMAN, Leon E (6621) MCAS Kan-
 oe Bay to MCAS New River
 HAYES, William C (3071) MARTD
 MARTC NAS Grosse Ile Mich to MCAS
 Kanoe Bay
 HEDLEY, Dominick J (3349) MCB Cam-
 pen to MCB CamPcn FFT
 HENNE, Edward C (3049) 1stEngRBrn
 Baltimore to ForTrps CamLej
 HILL, Jr., Hovey B (0369) 3dMarDiv to
 2dMarDiv
 HINDBAUGH, Fae D (3361) MarPac
 SFrAn to MCB CamPcn FFT
 HILL, William W (0141) MB 15thNav-
 Dist Div to MCB CorDsp Ddg
 HOUCK, Jacob M (0141) HQMC to MB
 NB Bikini
 HUFF, Edgar R (0399) MB NavActs Port
 Lyautey to ForTrps CamLej
 HULY, George (0398) MCB CamLej to
 6thSpInfc Cumberland Md
 JACOWSKI, Charles F (5519) 2dMAW to
 2dMAW
 JOHNSON, Ray V (0369) MCAS Kaneohe
 Bay to 1stMarDiv
 JOHNSON, Willard C (2311) 1stMarBrig
 to MB NS Treasals SFrAn
 JONES, Artis W (3537) MCS Quant to
 2d105mmHowBrig Jackson Miss
 JURACKO, John D (0141) NavActs Port
 Lyautey to MARTC NAS Glenview

JUSTUS, James (3537) 2d MarDiv to MCB CamPen
 KAJDACK, Henry M (0411) MCB CamLej to 6th BN Bklyn
 KALY, Peter (3411) MarCorTranCen 29 Palms to MCB CamPen FFT
 KENNETH, Thomas B (0411) MD NS NORlms to MarCorComp NavAdvGru Korea
 KILLIAN, William H (0741) MBD Wash DC to 6th 5mmAAA Btry New Castle Perna
 KIRKHAM, Charles H (1811) 6th MCRD Atlanta to 2d MarDiv
 KIRKPATRICK, Daryl M (2529) 2d MarDiv to IstSpltBn BNORlms
 KOCHEMS, Jr., Harold C (6811) MCAF New River NC to MCAS El Toro
 KOESTLEIN, William C (0141) 2d MAF to MBD NW West
 KORN, Alan W (6711) 1st MarBrig to MAD NATC Jax
 KNOWLES, Boyd (0399) AirFMFPac to 1st MarDiv
 LABEL, Raymond F (2045) MCRDPE PI to MCB CamPen
 LANGE, Edwin T (0369) MCAS Miami to MCB CamPen FFT
 LA FRAN, Norman R (0389) 2nd MarDiv to 52dSqnCp Bldg Bedford Mass
 LANIER, Luther L (1681) BaseCampCo Okinawa to ForTrps CamLej
 LEBRUN, Richard O (3371) 3d MarDiv to MCRD SanDiego
 LEE, Edgar O (0398) 3d MarDiv to 1st MarDiv
 LEE, Kenneth J (4312) 1st MAFW to 4th MCRD Phile
 LONG, Kenneth L (3049) MB NavActs Long Layutey to MCS Quant
 MARTIN, Herman O (4131) MB NAS Pensacola to 2d MarDiv
 MATTHEWS, George E (0369) MD USS Princeton to 1st MarDiv
 MC CARTHY, John T (0411) ForTrps 5d MFLant to Ssn TrkCo Port Newark NJ
 MC ELLIOTT, Warren W (0414) 1st MarDiv to 4th SqnCo Stockton Calif
 MC GRATH, Francis P (0411) MCS Quant to 17thInfBn Wash DC
 MC HUGH, Thomas J (0399) 2d MarDiv to MB NAS Barbers Pt Oahu TH
 MC KINNEY, Michael (4611) 1st MAFW to MCAS Beaufort
 MC KINNON, Anous B (3049) 1st AmphTracCo Mobile to MCB CamPen
 MC WEENEY, Charles E (0411) MB Wash DC to NS Treas Is Sfran
 MILLER Jr., William H (3049) 5th Rife Co Savannah to MCSFA Ptsmva Va
 MORAN, Aubrie C (6613) MCAS Cherpi to MCAS El Toro FFT
 MORGAN, John (0411) MB USS Alabam to 3d MarDiv Co London Conn
 MYERS, Donald L (3411) 1st MAFW to MCB CamPen
 ODEKIRK Sr., Burdette E (0411) 1st MAFW MARC NAS Minneapolis to 3d CommElect MaintCo Chicago
 OWENS, Milton L (0368) MCAS Miami to 2d MarDiv
 PATTERSON, Macon W (2771) MCSFA Sfran MCRDPE PI
 PAVEY, John J (3411) 2d MarDiv to MCAS El Toro FFT
 PERUCCI, Anthony (0411) MarCorComp NavAdvGru Korea to 2d MarDiv
 PENNINGTON, William (0414) NavActs Port Layutey to MCRDPE PI

PIERCE, John W (1811) 2dMarDiv to
 MB NSA Ft Meade Md
 POLK, Clayton (1369) 1stMAW to MCAF
 New River NC
 POLK, Thomas E (3516) MAAG Tsingy
 Taiwan to MCAS El Toro
 POSSUM, James (0141) 2dMAW to
 MARTD MARTC Natl. Ntional
 PUGH, Harry P (4312) 1stMAW to Nav-
 PBLBCC Koror
 RAINO, Frank A (4131) MCAS Miami
 to MCAS Beaufort SC
 RANGE, Hiram S (0141) AirFMFPac to
 MCAS El Toro
 RATTENBURY, John F (3071) AirFMF-
 Div to MB N Phila
 REED, Wiley M (3061) 8th MCRD
 NOrms to MCAS Beaufort SC
 RILEY, Richard F (3049) MB NAD Ban-
 go Wash to MCB 29 Palms
 ROBERTS, Arthur G (0141) 42dSpltInCo
 Pittsfield Mass to MCAS El Toro FFT
 ROMEL, Joseph (3049) MCRDp SDiego
 to 1stMarDiv
 ROY, Manuel (0811) 1stMAW to MCB
 MCAS El Toro
 SAUCIER, Eugene R (0141) MCRDp PI
 to NS Treat S Fran
 SCHRADER, Lewis J (7041) 1stMAW to
 MCAS Miami
 SCHULZ, Jerome M (6641) 1stMAW to
 MCAS El Toro
 SCHWERIN, Philip H (6613) HQMC to
 MCAS Miami
 SCIFRIES, Beri G (3049) MCS Quant to
 MB NB Bklyn
 SHARPE, Jr., Stanley H (4611) MCAS
 Kaneohe Bay to MCAS El Toro
 SHAW, Frank J (3069) 1stMarDiv to
 MCB Seattle to MCAS El Toro
 SHRADER, George C (0141) 3dSpltInCo
 N London Conn to MCB Campen FFT
 SIMMS Jr., Dorsey N (0141) MCB Cam-
 Lej to H&S Bn FMFPac Oahu TH
 SKAGGS, Virgil T (3537) 1stMAW to
 MCAS El Toro
 SKINNER, John L (0811) 2dMarDiv to
 MCAS El Toro
 SLATER, Roy (6441) 1stMAW to MCAS
 El Toro
 SLATER Jr., Francis X (6621) 1stMAW
 to MCAS El Toro
 SMITH, Estus C (1539) ForTrps CamLej
 to MB NorVa
 SMITH, Stephen W (0141) 3d2SpltInCo
 N Bldg Mass to MB NB Bklyn
 SNYDER, Albert L (3049) ForTrps FMF-
 Lant to MCAS SFRan
 SOUZA, Benedict L (0141) FMFPac to
 1stMarDiv
 SPILLMAN, Ewell H (3049) BaseCampCo
 Okinawa to NavMag Port Chicago Calif
 STANLEY, Rufus P (0707) AirFMFPac
 to MCB Camp Lej FFT
 STANDLEY, Lawrence (2131) 1stMarDiv
 to 1stMarBrig
 STITCH, Joseph A (0369) MB NB Bklyn
 to MCRDp PI
 STRUZINSKI, Bernard J (0141) 1stMAW
 to NavPhibLB Creek NorVa
 SWERD, Levy A (1899) 3dMarDiv to
 1stMarDiv
 TAYLOR, Art E (6741) 1stMAW to MCAS
 Chey Pt
 TAYLOR, Timothy G (0221) 3d75mm-
 AAA Btry Omaha to MCB 29 Palms
 THOMAS, Henry I (1371) MarCorSupCen
 Barstow to MCB Campen FFT
 TODD, James R (4611) 1stMAW to MCAS
 Chey Pt
 TURNBULL, Robert M (0319) MCB Cam-
 pen to MCRDp SDiego
 TYNES, Dennis H (6511) MCAS Miami
 to MAD NATTC Jax
 WATTERS, David B (3537) 1stMarBrig
 to MCAS El Toro
 WELLS, Marcus D (6611) HQMC to
 MCAS El Toro
 WELLS, Ray G (0741) 8thAWBtry Bar-
 kersfield Calif to 29 Palms
 WHITE, Clifford L (0141) MD USU Her-
 to Fi Mifflin Phila
 WHITE, Euell L (0369) MCAS El Toro
 to 1stMarDiv
 WILLIAMS, Lionel P (0741) MarCorSup-
 Cen Camp Lej to MarCorSupCen Barstow
 WILSON, Chester (0161) 1stMAW to For-
 Trps 29 Palms
 YOCUM, Kenneth J (6413) MarCorCruit-
 St. Louis to MAD NATTC Memphis
 YORK, Frederick C (2561) ForTrps Cam-
 Lej to MCAS Beaufort SC
 ZANNINI, Albert L (0369) MCAF Santa
 Ana to HQMC

TECHNICAL SERGEANTS

ADWELL, Arvil V (0369) 2dMarDiv to
 MCAS Cherry Point
 AIKEN, Francis W (1539) 3dMarDiv to
 MacCorSupCen Albany
 ANISWORTH, Marvin L (1169) MB Wash
 DC to FMFPac
 ALBERTSON, Jack C (0369) 2dMarDiv
 MARDIOP, Paul E (1169) 2dMarDiv
 ANDERSON, Hugh T (3019) IstMAW to
 12thRiflCo Springfield Mo
 ANDERSON Jr., Walter L (6412)
 MARTO MARTO, NAS Spokane to
 MCAS El Toro FFT
 APPLEGATE, Robert R (6641) MCRCDEP
 SD to MCAS El Toro
 ARMITAGE, Mitchell L (0741) MCTC 29
 Palma to 275mmAAABtry Waco Tex
 ARNOLD, Delmar F (2771) 3dMarDiv to
 5thCommCo LBeach Calif
 BACHYNSKI, William W (3061) MCS
 QM to MCRCDEP
 BARBER, Wallace R (2529) MarCommDet
 USS Taconic to ForTrp CamLej
 BALLINGER, Robert E (3049) 1stMarDiv
 to 7thEngrCo Green Bay Wisc
 BARBER Jr., Harold J (0761) IstAWBtry
 Akron Ohio to 29 Palms
 BARRY, George R (0369) 1stMarDiv to
 MCAS El Toro
 BATT, Robert E (4131) MCACAS Mojave
 to MCAS El Toro

BELL, James L (1841) 2dOrdFldMaint Rock is III to 1stMarDiv
 BENTLY, Richard L (1539) ForTrps CamLej to NB NorVa
 BERLEIDE, James R (0369) 4th MCRRD PI to MCB CamPen FFT
 BIAGGI, Delphine H (0141) HQMC to MCRDPI Phns
 BLANCO, David (1811) 2dMarDiv to MCRDPI
 BLODGETT, Joseph C (6641) MAD NATTC Jax to MCAS Miami
 BLOMBERG, Robert E (0369) MCS Quant to 1stMarDiv
 BLYER, Gordon W (6441) 1stMAW to MARD MArTC NAS Glenview III
 BOOGS, James A (5541) 1stMAW to MCAS El Toro
 BOWMAN Jr., Roy H (3537) 1stMAW to MCAS El Toro
 BOYD, Wild F (7113) 2dMAW to MCAS El Toro FFT
 BREAKFIELD Jr., Ernest A (0369) 2dMarDiv to MB NavGunFac Wash DC
 BRISBOIS Jr., Felix E (3049) MarCor-SupCen Barstow to HQMC
 BROWN, Gerald S (0811) 2dMarDiv to 3rd MCRRD Wash DC
 BULLOCK, Leroy (3211) MCB CamLej to MCS Quant
 BURRIS Jr., Alphonzo (0369) MB NB Guantamano Bay to 2dMarDiv
 BYERS, Boulton T (0141) FMFPac to MCB 29 Palms
 CAMPBELL, Donald J (0369) MCRDPI
 PI to MARD MArTC Jax (NAS Bklyn
 CARLISLE, Barrington J (168) FMFPac to MarCorSupCen Barstow
 CARMICHAEL, Lawrence L (6413) MARD MArTC Olathe Kans to MCAS El Toro FFT
 CARRIES, John L (6413) 2dMAW to MCAS El Toro FFT
 CHAPMAN, Walter R (1379) 3dMarDiv to MCAS CherPt
 CHOATE, John E (3371) 3dMarDiv to ForTrps 29 Palms
 CIOFALO, Philip D (0369) 4th MCRRD PI to 2dMarDiv
 CIPPEL, Albert J (3049) 3dMarDiv to MCAS CherPt
 CLARK Jr., Carroll H (4300) 1stMAW to MCB CamPen
 CLAXTON, Robert E (0369) MB NB NorVa to 2dMarDiv
 CLAY, Donald C (2561) 1stMAW to MCB CamPen
 CLOUGH Jr., William H (3411) 3dMarDiv to MB NS Treas Is SFran
 COOK, Thomas J (5541) MCB CamPen to 1stMarBrig
 CONE Jr., Thomas (0369) 12th MCRRD SFran to MCB CamPen FFT
 CONE, James (0369) 1stMarBrig to MCAS El Toro
 COSPER, Jack D (0141) MCB CamLej to MARD MArTC NAS Glenview
 CRAMER, John E (4321) 18thMarDiv to MARD MArTC NAS Oakland
 CREECH, "L" (0369) 1stMAW to MCAS El Toro
 CUNNINGHAM Jr., Francis (6431) 1stMAW to MCAS El Toro
 CURTIS, Harry F (0141) 1stMarBrig to HQMC
 DA SILVA, Joseph P (0369) 2dMarDiv to MARD MArTC NAS So Weymouth Mass
 DAVIDSON, "J" "D" (0369) 1stMarDiv to MCAS Mojave Calif
 DAVIS, Robert F (6227) AirFMFPac to MCAS El Toro FFT
 DAVIS, William T (0231) AirFMFPac to MCB CamPen FFT
 DEAN, Earl P (3537) 1stMAW to MCS Quant
 DEGLAU, Donald F (2645) MCS Quant to MCB CamLej
 DE GUNTHER, James E (1831) 2dArm-AmCo SFran to MCB CamPen
 DESCH, George E (1371) MCB CamLej to MCAS CamLej
 DONAHOU, Dolon D (0369) 2dMarDiv to MARD MArTC NAS Olathe Kans
 DUBOIS, Laurier W (4131) 1stMAW to MCB CamLej
 DUNLAP, William J (0369) 4th MCRRD to MCB CamPen FFT
 EMERSON, Robert J (3516) 4th MCRRD PI to MCAS CamPen FFT
 ENO, Joseph E (3371) 1stMarDiv to MCRDPI SDiego
 EVANS, Grady V (0241) 1stMAW to ForTrps CamLej
 EVENSON, Regnale G (3049) MCB CamLej to 2d90mmBunBtry Waco Tex
 FERRAND Jr., Orville T (345) 2dShorePartyGruCo Orlando Fla to MCRDPI
 FISHER, Richard J (2771) 1stMarBrig to ForTrps CamLej
 FLORES, Roberto L (1811) 3dMarDiv to 1stMarDiv
 FLINN, Eugene F (0141) 2dMarDiv to MCB CamLej
 FREITAS, Mauricio H (0369) MCRDPI So Diego to 1stMarBrig
 FRIAS Jr., Manuel (7141) MarCorSupCen Albany to MCAS El Toro FFT
 FULLER, Raymond F (0369) 1stMarDiv to 1stMCRRD Garden City NY
 GREEN Jr., John M (6641) MCRDPI PI to MCAS NewRiver
 GREINER, Gilbert L (3049) FMFPac to ForTrps 29 Palms
 GIEBLER, Walter J (0369) MCB CamLej to MARD MArTC NAS Glenview III
 GONZALES, Alessandro (6413) AirFMFPac to MCAS El Toro FFT
 GORE, James W (6341) 1stMAW to MCAS Miami
 GOSSMAN, Lewis A (0369) AirFMFPac to 1stMarDiv
 GRIFFIN, Samuel L (0369) MAD NATTC NAS Jax to 2dMarDiv
 GRIGSBY, Aaron D (1841) 2dMarDiv to 2dOrdFldMaintCn Rock is III
 GRIMM, Russell E (5547) 1stMAW to MCAS El Toro

HAIRE, Ralph (6651) MAD NATTC Jax to MCAS Miami
 HALISCAK, George (6413) MB WashDC to MCAS El Toro FFT
 HANCOCK, John C (2529) 2dMAW 1st 300mmCo Rochester NY
 HANS Jr., James A (3049) 2d90mmGun-Btry Waco Tex to 1stMarDiv
 HARRIS, David E (6641) MCRDPI SDiego to MCAS Miami
 HARVEY, Osborne C (1871) MCS Quant to MarCorSupCen Acty Phila
 HEDDERICK, Merton (6511) MAD NATTC Jax to MB Wash DC
 HEDDRICK, Merton (6511) 1stMAW to MCAS Miami
 HENNIS, Coy W (3049) MCSFA SFran to MB NAD McAlester Okla
 HIGGINS, James I (3049) MCAS Miami to 6th MCRRD Atlanta
 HOGAN Jr., Paul L (3049) MCS Quant to HQMC
 HOLZKAMP Jr., Frank W (0369) 1stMarDiv to MB NATTC NAS Corpus Christi
 HONNET, Robert R (2639) 1stMAW to MCAS CherPt
 HOWLEY, Raymond V (6413) MCAS Miami to MCAS El Toro FFT
 HOWELL, William M (4131) MCAS Kaneohe Bay to MCS Quant
 HULSMAN, Fred (0241) 1stMAW to MCB CamPen
 HURSEY, John H (5563) FMFPac to MCB CamPen SFran
 HUXTA, Hale, Natalie F (3049) 3dMarDiv to MCAS El Toro
 IFFELL, Clinton H (0761) MCRDPI SDiego to 1st MarDiv
 JARVIE, John H (1349) 1stMarDiv to 9th MCRRD Chicago
 JASO, Stephen M (0369) 2dMarDiv to 5thMarDiv Savannah
 JENNINGS, Roland J (3051) BaseCamp-Co Okinawa to MCAS El Toro
 JOHNSON, Frank A (0369) MD USS Boxer to 1stMarDiv
 JOHNSON, Howard J (3411) 3rdMarDiv to 2dMarDiv
 JONES, James D (6481) 1stMAW to MCAS NATTC Memphis
 JONES, Wilmer L (0369) 1stMarDiv to MCRDPI
 JONES, William (4029) MCAS CherPt to MCSFA Ptahm Va
 JOHNSTON, Ray (3049) MAD NATTC NAS Memphis to 2d105mmHowBtry Jackson Miss
 JUILLAND, Arthur V (3411) MCSFA Ptahm Va to NS Treas Is SFran
 KANE, William J (0811) 3dMarDiv to MCS Quant
 KEESEE, Jesse J (1379) 1stMarDiv to Navrhbld Coronado SDiego
 KEETON Jr., Ed (3049) 12th MCRRD SFran to MCB 29 Palms
 KELLY, Clarence E (0369) 4th MCRRD PI to 2dMarDiv
 KENNA, Thomas F (3049) 16thSpltInCo Duluth Minn to MCAS CherPt
 KENNEDY, William J (0369) MCB CamPen MCRDPI
 KNOX, Vernon V (2561) 3dMarDiv to MCAS Mojave
 KREMER, Walter M (2771) MCRDPI SDiego to 1stMarDiv
 KVIETKUS, Victor C (0369) MB NB Phila to 2dMarDiv
 LAKIN, Charles D (0369) MD USS Newport News to NavPhibC L Creek NorVa
 LANGER, Richard R (0141) 1stMAW to MARD MArTC NAS Anacostia Wash
 LAUN, Emmett E (0231) 1stMAW to MCAS Miami
 LAVIN, Leo R (0369) MCS Quant to MCRDPI
 LIPINSKI, Vincent J (0369) MCS Quant to HQMC
 LUCKEY, Stephen (5581) 3dMarDiv to MCRDPI
 LOLUS, Eugene W (3071) 1stMAW to MCAS CherPt
 MALONEY, John F (3049) 1stMAW to MCAS CherPt
 MARBERY, Willie E (3049) 3dMarDiv to MCB 29 Palms
 MC CALLISTER, "L" (6481) 1stMAW to 10th NATTC Memphis
 MC MANUS, Eugene V (0811) 2dMarDiv to MB NB Bklyn
 MC NEIL, Edward P (0811) 3dMarDiv to 2dMarDiv
 MC NEILL, Daniel J (3049) 1st MCRRD Garden City NY to ForTrps CamLej
 MC RECKL, Mary (0141) MCRDPI PI to HQMC
 MEINERS Jr., Edwin F (0369) 1stMarDiv to MB NS Treas Is SFran
 MEISSNER, Donald R (1379) 3dMarDiv to 2dMarDiv
 MENZIES, Russell M (6631) MAD NATTC Jax to MCAS Miami
 MILES, Louis J (0369) MCRDPI PI to MCB CamPen FFT
 MILLER Jr., James A (5711) 3dMarDiv to MCAS CherPt
 MOORE, Arnold D (7041) 1stMarBrig to NB NorVa
 MORRIS, James A (2639) 3dMarDiv to MCSFA SFran
 MROZECKI, John M (1379) 3dMarDiv to MCAS El Toro
 MUNHOFEN, Robert W (3516) ForTrps 29 Palms to 1stMarDiv
 MURPHY, Francis I (169) MarCorCold-WeaTracEn Bridgeport Calif to 1stMarBrig
 MUSSER, Richard E (3071) 1stMAW to MAF New River NC
 MURICK, Jack C (3051) MCB CamLej to MB Wash DC
 NEAL, Ralph L (3049) 1stMAW to MCB CamPen
 NEFF, Gaylord M (0369) MCS Quant to 2dMarDiv
 NEWMAN, Conrad R (3049) 3dMarDiv to MarCorSupCen Barstow
 OSS, Merton J (6441) 1stMarBrig to MCAS CherPt



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TRANSFERS (cont.)

OXLEY Jr., Wyatt V (2771) 3dMarDiv to MCRDp San Diego
 PARKER, Thomas L (1871) 2dOrdnFid-MinCo Roto Is III to ForTrps CamLej
 PARKER, Paul J (2336) 1stMAW to MCAS Miami
 PAYNE, Dale E (4029) MCAS CherPt to NS Treas SfRan
 PERIGO, Carl W (0369) MCRDp PI to 1stMarBrig
 PETERSEN, Roy T (0369) AirFMFPac to MCRDp San Diego
 POSEY, Listen R (1833) 8th MCRRD
 PRICE, Horace D (6413) 1stMarBrig to MCAF New River NC
 RADEZSISKY, John (3516) 1stMarBrig to 29 Palms
 RASMUSSEN, Leo (0369) 3dMarDiv to MCAS El Toro
 RAUE Jr., Carl H (0369) 1stMarDiv to MCRDp ColdWeaTracEn Bridgeport Calif
 RENO, Raymond E (2543) 1stMarBrig to MCAS El Toro
 REPLOGLE, Ferris E (0761) MCB CamLej to MCB NS Treas SfRan
 RIELER Jr., Robert E (0369) MAD NAMC NAS Pensacola to 2dMarDiv
 RIMOVSKY, Andrew W (5541) FMFPac to MCB CamPen Albany
 RINAUDO, Carmen P (2639) 1stMarBrig to MCRDp San Diego
 ROBERTSON, Bobby J (6413) MARTD MARTC NAS Glenview to MCAS El Toro
 ROY, Bernard M (6413) 1stMAW to MARTD MARTC NAS Glenview III
 RYE, Earl W (6481) 1stMAW to MAD NATTC Memphis
 SANCHEZ, Mike (0369) 3dMarDiv to MB NB Bklyn
 SHARPE, Donald H (0369) MB NS Alask to 1stMarDiv
 SHELFER, Mac R (0369) 1stMarDiv to MCAS El Toro
 SHINE, James E (0369) MCRDp PI to MB NS Treas SfRan
 SHORES, Clebourne D (6727) MCAS Miami to MCAS El Toro FFT
 SIMPSON, Ray E (0141) MAD NATTC
 SMITH, Dale A (6412) AirFMFPac to 2dMarDiv
 SMITH Jr., George M (6731) 1stMAW to MCAS El Toro
 SMITH, Marcus T (6461) 1stMAW to MCAF New River NC
 SPENCER, Robert O (0231) 1stMAW to FarTrps 29 Palms
 STABILE, Bernardino R (0369) 2dMarDiv to MB NavActs NGF Wash DC
 STANLEY, Cecil E (0369) MB NS Kodiak Al to 1stMarDiv
 STATHEM, James E (6431) MAD NATTC Jax to MARTD MARTC NAS Minn-and
 STEVENS, Lester M (6711) 1stMAW to MCAS Miami
 STONE, Thomas (6731) 1stMAW to MCAS El Toro

STRICKLEY, Benjamin J (6511) 1stMAW to NAAS Edenton NC
 SULLIVAN, Clinton V (1539) 1stMarDiv to MCRDp CamBarstow
 SWINK Jr., Garvin (2336) ForTrps FMF-Lant to MCRDp San Diego
 THORNTON, Richard A (3619) NB NorVa to MCS Quant
 TIBLIER, John P (6413) MCAS Miami to MCAS El Toro FFT
 TOLSON, George E (1841) 9th MCRRD Chicago to MCB CamPen FFT
 TUTTLE, Jack E (2111) 3dInfBn St Louis to ForTrps CamLej
 TYSON, John E (5541) 1stMAW to MCAS Miami
 ULMAN, Frank J (1379) ForTrps CamLej to MCB CamPen FFT
 VELAR, Jimmie (0241) 1stMAW to MCB CamLej
 VEITCH Jr., Elmer M (0369) MCAS CherPt to 2dMarDiv
 VINCENT, Lavy G (3049) ForTrps CamLej to 5thRiflCo Savannah
 WALKER, Frederick J (7111) MCRDp SfRan Albany MCAS El Toro FFT
 WALKER, Herman R (7041) 1stMAW to MB NorVa
 WARD, Billy L (7041) 1stMAW to MARTD MARTC NAS Anacostia Wash DC
 WARGO, Edward A (0369) MCRDp PI to MCB CamPen FFT
 WAYNER, Harry E (4029) FMFPac to MCRDp San Diego
 WEISS, Arthur G (1539) MCB CamLej to MCS Quant
 WEITHNER, Harry F (0141) 1stMarBrig to MCS SfRan
 WELSH, Altie L (6511) 1stMAW to NAAS Edenton NC
 WHITING, Arthur N (1811) 8th MCRRD
 Norns to MCB CamPen
 WHITE, George E (0811) 1stMarDiv to MB NAS Pensacola
 WIEGERT, Harvey M (6413) 1stMarBrig to MAD NATTC Memphis
 WILKERSON, Edgar R (0751) 6th MCRDp Atlanta to MCB CamPen FFT
 WILLIAMS, John A (3049) 9th ComCo Long Beach to MCAS El Toro
 WOMACK, Joseph E (3211) 3dMarDiv to MCRDp CamBarstow
 WOLBACH, Karl R (3516) MCRDp PI to MCS Quant
 WOZNICKI, Walter W (3371) 3dMarDiv to MCRDp San Diego
 YOUNG, John H (1660) MCS Quant to MCB CamPen FFT
 ZAKRZEWSKI, Zenon (6413) 2dMAW to MCAS El Toro FFT
 ZERBEST, Clarence (6613) 1stMAW to MCAS Miami

ANTHONY, Richard B (0369) 1stMarDiv to MCAS El Toro
 ANTHONY, William J (0369) MCRDp SDiego to MCAS El Toro
 ARIE, Ralph L (3049) BaseCampCo Okinawa to MCRDp CamBarstow
 ARMSTRONG, Harold G (6413) 2dMAW to MCAS El Toro FFT
 ARSENAULT, Joseph G (1536) MCRDp SfRan Albany to MCB CamLej
 AUSMUS, Franklin H (0100) MCRDp PI to MB NS Treas Is SfRan
 AUSTIN, Martin C (0369) 1stMarDiv to MCAAS Mojave
 AVILA, Ralph M (6412) 1stMAW to MAD NATTC Memphis
 BAKER, Jack "L" (6641) MCRDp SDiego to MCAS CherPt
 BAKER, Patrick F (2511) 3dMarDiv to 2dMarDiv
 BAKER, Samuel D (0300) MCRDp SDiego to MCAS CherPt
 BALDWIN Jr., Charles B (0369) 1stMarDiv to MCB 29 Palms
 BANULIS, Ernest (3051) AirFMFPac to MCAS El Toro FFT
 BARNWELL, Jerry S (0369) 3dMarDiv to MCRDp PI to 2dMarDiv
 BASS, John A (0369) 3dInfBn 5th InfDiv to Salem Ore to MCB CamPen
 BATES, Richard K (0141) MAD NATTC NAS Pensacola to MCRDp PI
 BAUGHMAN, David B (2111) 9thInfBn Chicago to MCRDp CamBarstow
 BAXLER, Jerry W (0369) 1stMarDiv to MCAS El Toro
 BAXTER, William J (0369) MB NATTC Corpus Christi to MCRDp SDiego
 BECK, Billy (5357) MCAS Kaneohe Bay to MCS Quant
 BEDFORD, Kenneth S (6511) MCAS Miami to MAD NATTC Jax
 BELISE, Gerald Jr. (0369) MCAS Kaneohe Bay to 1stMarDiv
 BENOIT, Ronald R (0369) MCRDp SDiego to 1stMarDiv
 BEVIER, John W (0211) 1stMAW to MCS Quant
 BLACK, Alton W (0369) 2dMarDiv to MB NavGunFac Wash DC
 BLAKES, Robert (0369) MD USS Leyte to 2dMarDiv
 BLANK, Louis E (2111) 2dSupCo Dayton Ohio to 2dMarDiv
 BLASE, Joseph G (0369) 3dMarDiv to 2dMarDiv
 BLICK, Joseph A (3041) MCB CamLej to 9th MCRDp Chicago
 BISHOP, William A (2723) MCAS El Toro to MCRDp SDiego
 BODINE, Charles N (0111) MD Wash DC to MCRDp PI
 BOEHLKE, Fred W (3071) MARTD MARTC NAS Minneapolis to MCAS El Toro FFT
 BOEHLKE, George L (3516) MCB CamPen to MCB CamPen PI
 BOOHER, Jr., Charles F (0369) 2dMarDiv to MCAS CherPt
 BORRELLI, Michael P (3019) 3dMarDiv to MCAS CherPt
 BOUTWELL, Johnnie G (0369) 1stMarDiv to MCAS El Toro
 BOYER, Roy E (0141) MD USS Helena (AE-2) to 1stMarDiv
 BREWER, Edwin D (4312) 1stMAW to MCAS Miami
 BRIDGES, Ted J (0369) MD USS Tarawa to NavPhib L Creek NorVa
 BRINKLEY, Hubert R (3516) MCRDp SDiego to MCRDp PI
 BROOKS, Ronald D (0111) MARTD MARTC NAS Olatho to MCB CamPen FFT
 BROOKSHIRE, James F (0369) 2dMarDiv to MB NavGunFac Wash DC
 BRUCE, Enoch G (3531) MCRDp SDiego to 1stMarDiv
 BULJAT, Paul D (6413) 2dMAW to MCAS El Toro FFT
 BULLARD, David G (0369) MD USS Keene to MCRDp SDiego
 BURKE, Robert W (0369) 1stMarDiv to MCAS El Toro
 BUTLER, Arthur N (1379) AirFMFPac to MCAS El Toro FFT
 BUTTERFIELD, Paul D (0111) MB NAMC Yorktown Va to MB NB NorVa
 CAMP, James D (0369) MCRDp PI to MARTD MARTC NAS Willow Grove Penna
 CAMPBELL, Leo W (0411) 9th MCRRD Chicago to MB NTC Glakes
 CAPPS, Alvie R (2543) FMFPac to 2dMarDiv
 CARTER, Jr., William L (1121) 2dMarDiv to MCB CamPen FFT
 CAVANAUGH, John D (0141) MCSFA SfRan to FMFPac
 CHRISTY, Richard E (4100) 2dMarDiv to HQMC
 CLARK, Luther S (0369) 2dMarDiv to MCS Quant
 CLAYBORNE, Millard S (1841) NavGun-Fac WashDC to 2dMarDiv
 CLINE, Joseph L (3041) 6th MCRRD Atlanta to MCB CamLej
 CLOGSTON, Donald D (6441) MCAS CherPt to MAD NATTC Memphis
 CLUTTERBUCK, Donald J (6461) 1stMAW to MCAF New River NC
 COFFEY, Robert F (1169) 3dMarDiv to MCRDp PI to 2dMarDiv
 COLE, Alvin G (0141) MCRDp PI to MCB CamPen
 COLE, Will R (0369) MCRDp SDiego to MCB CamPen
 COLLUM, Fred L (4671) MB NAD Earle NJ to MCB CamPen
 CONNAUGHTON, Edward J (0141) 1stMCRD Garden City NY to MCB CamPen

CONRAD, Albert A (0141) 1stI05How-FFT Btry Richmond Va to MCB CamPen
 CONSTANDE, Donald (0369) MD USS Bklyn to MCRDp SDiego
 COOTE, Alan E (0141) 1stMarBrig to MCRDp SDiego
 CORTEZ, Carlos (0141) AirFMFPac to NavPhib Coronado SDiego
 COSGROVE, Leo J (0369) MD USS Albany to 2dMarDiv
 COURTWRIGHT, Harry E (0369) 2dMarDiv to MB NB Bklyn
 COWLEY, Everett L (5511) 1stMAW to MAD NATTC Jax
 CROSSMAN, Samuel M (0369) HQMC to 2dMarDiv
 CUNNINGHAM, Ellis (0369) 1stMarDiv to MCB 29 Palms
 CURRAN, John F (0141) MAD NATTC Wm Balsam to MCB CamPen FTT
 DANIEL, Donald R (0111) 3dMarDiv to 1stMarDiv
 DEAN, Simon C (0369) MCS Quant to 2dMarDiv
 DEININGER, Lawrence J (3361) MB Wash DC to Ft Lee Va
 DELGADO, Louis G (0369) 3dMarDiv to 1stMarDiv
 DEVILLE, Frank (0369) 3dMarDiv to MCB CamPen
 DEVITT, George E (0369) 3dMarDiv to MCB CamLej
 DIGIROLAMO, Casper P (1369) FMFPac to ForTrps CamLej
 DIZNEY, Jack M (0369) MB NMD downtown Va to MCAS CherPt
 DOANE, Herbert M (0121) MCAS Mojave to MCB CamPen FFT
 DOBSON, Levett D (3531) 1stMAW to 2dMarDiv
 DORMAN, Raymond L (0369) 3dMarDiv to 1stMarDiv
 DOVIE, John E (6611) 2dMAW to MARTC NAS Glenview
 DREW, Stuart H (0369) MB NB Ptashm NH to 2dMarDiv
 DUNAWAY, George N (1369) 3dMarDiv to MarCorColdWeaTracEn Bridgeport
 DUNCAN, Joshua M (0369) 3dMarDiv to MCB CamLej
 DUNLAP, Carl H (0369) MD USS Bennington to 1stMarDiv
 EASON, Calvin J (0369) MD USS Lexington to MCB CamPen
 EIDEN, Robert B (0141) FMFPac to MCRDp SDiego
 ELCESS, Weldson L (0369) MD USS Eason to 2dMarDiv
 EMALUS, Calvin D (6141) 1stMAW to MAD NATTC Memphis
 EMIG, Edward E (0141) 5th MCRRD Wash DC to MCAS El Toro FFT
 ENGEL, Fred R (0369) 3dMarDiv to 2dMarDiv
 ESTEP, John W (0369) MD USS Valley Forge to MCAF New River
 FABIN, Robert (0369) MCS Quant to MCB CamPen PI
 FARMER, Robert J (6741) 2dMAW to MCAS El Toro
 FEAGAN, William A (2511) 3dMarDiv to ForTrps CamLej
 FITZGERALD, Robert R (0369) MD USS Tamiami to NavWeaTracEn NAM
 BRANDON, Donald F (3537) 5th MCRRD Wash DC to 2dMarDiv
 BRANNON, Charles W (4131) MCRDp SDiego to MCRDp PI
 BREWER, Derral (2636) 3dMarDiv to 2dMAW
 BREWER, Edwin D (4312) 1stMAW to MCAS Miami
 BRIDGES, Ted J (0369) MD USS Tarawa to NavPhib L Creek NorVa
 BRINKLEY, Hubert R (3516) MCRDp SDiego to 1stMarDiv
 BROOKSHIRE, James F (0369) 2dMarDiv to MB NavGunFac Wash DC
 BRUCE, Enoch G (3531) MCRDp SDiego to 1stMarDiv
 BULJAT, Paul D (6413) 2dMAW to MCAS El Toro FFT
 BULLARD, David G (0369) MD USS Keene to MCRDp SDiego
 BURKE, Robert W (0369) 1stMarDiv to MCAS El Toro
 BUTLER, Arthur N (1379) AirFMFPac to MCAS El Toro FFT
 BUTTERFIELD, Paul D (0111) MB NAMC Yorktown Va to MB NB NorVa
 CAMP, James D (0369) MCRDp PI to MARTD MARTC NAS Willow Grove Penna
 CAMPBELL, Leo W (0411) 9th MCRRD Chicago to MB NTC Glakes
 CAPPS, Alvie R (2543) FMFPac to 2dMarDiv
 CARTER, Jr., William L (1121) 2dMarDiv to MCB CamPen FFT
 CAVANAUGH, John D (0141) MCSFA SfRan to FMFPac
 CHRISTY, Richard E (4100) 2dMarDiv to HQMC
 CLARK, Luther S (0369) 2dMarDiv to MCS Quant
 CLAYBORNE, Millard S (1841) NavGun-Fac WashDC to 2dMarDiv
 CLINE, Joseph L (3041) 6th MCRRD Atlanta to MCB CamLej
 CLOGSTON, Donald D (6441) MCAS CherPt to MAD NATTC Memphis
 CLUTTERBUCK, Donald J (6461) 1stMAW to MCAF New River NC
 COFFEY, Robert F (1169) 3dMarDiv to MCRDp PI to 2dMarDiv
 COLE, Alvin G (0141) MCRDp PI to MCB CamPen
 COLE, Will R (0369) MCRDp SDiego to MCB CamPen
 COLLUM, Fred L (4671) MB NAD Earle NJ to MCB CamPen
 CONNAUGHTON, Edward J (0141) 1stMCRD Garden City NY to MCB CamPen

STAFF SERGEANTS

ABRAMS, Samuel C (3619) AirFMFLant to MB Wash DC
 AHU, Herbert P (0369) MD USS Ticonderoga to 2dMarDiv
 YOUNG, James H (1660) MCS Quant to MCB CamPen FFT



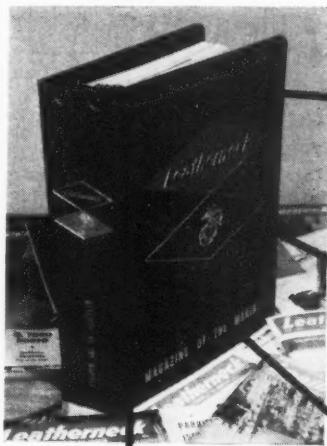
Leatherneck Magazine

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SDiego
Div to

HASING, Roy A (217) 3dMarDiv to
ForTrps CamLej
HEARD, Nathan E (2533) HQMC to
MCRDp SDiego
HELLEIN, Ronald P (2531) 3dMarDiv to
MCAS CherPt
HEREFORD, Harry W (2111) 2dWpns-
Kansas City to MarCorSupCen
Barton
HIEMSTRAD, Donald J (0231) 1stMAW
to NB Norva
HIGGINBOTTOM, Wayne D (6481) Ist-
MAW to MAD NATTC Memphis
HIRT, Milton B (0369) 3dMarDiv to
MCAS CherPt
HOEPPNER, Donald R (6441) MAD
NAS Norva Memphis to MCAS El Toro
HOLCOMB, Robert L (3371) 3dMarDiv to
1stMarDiv
HORN Jr., John J (2711) ForTrps Cam-
Lej to 275mmAAABn Indianapolis
HORNE, Donald M (0369) MD USS
Randolph to 2dMarDiv
HOPKINS, Harry C (1811) 3rdMarDiv
to 1stMarDiv
HUGHES, Julian O (6413) MCAF New
River to MAD NATTC Memphis
HUSTED Jr., Thomas H (0569) MCRDp
PI to MCB CampPen FFT
IBALIO Jr., Francisco M (0141) Nav-
Phib Coronado SDiego to MCB Cam-
Pen FFT
IERS, Donald P (2638) 3dMarDiv to
MCAS CherPt
JANIS, Joseph J (0369) 2dMarDiv to
MB NS Treas is SFran
JARRETT, Phillip R (1369) 3dMarDiv
to 2dMarDiv
JENKINS, Thomas A (0751) 6thAWBtry
Spokane Wash to MCB CampPen FFT
JENNINGS, Jonathan W (4131) 1stMAW
to MB NS Yorktown Va
JENSTED, Gordon (0369) MB NS Ko-
diak Alaska to 1stMarDiv
JOHNSON, David D (2511) 1st MarDiv
to MCRDp PI
JOHNSON, Eugene P (0231) 3dMarDiv to
MARTC Nas Glenview III
JOHNSON, Watson W (141) MCS
O'Donnell to MCRDp PI
JOHNSTON, John G (0141) MCRDp
SDiego to ForTrps 29 Palms
JOLLEY, Richard W (0141) MB NAS
Pensacola to NavPhib L Creek NorVa
JONES Jr., Daniel T (0369) 3dMarDiv
to MCS Quant
JORDAN, Woodrow (3051) MCAS El Toro
to MCB CampPen
KEAN, James F (2511) 3dMarDiv to
MCAF New River
KELLER, Leo A (6511) IstMAW to
MCRDp PI
KEMP, David L (5711) 3dMarDiv to
MCAS Ptahm Va
KIBBLE, Robert R (6431) MCAS CherPt
to MAD NATTC Jay
KILLIAN, Bobby P (0369) MD USS
Roanoke to MCRDp SDiego
KINCAID, Joseph E (0369) MD USS
Saint Paul to 1stMarDiv
KIRBY, Malcolm K (3071) MCAS Miami
to MCAS El Toro FFT
KLEPPINGER, Marvin R (0369) 2dMar-
Div to MCAS CherPt
KORMANIK, John (0369) 2dMarDiv to
MCAS CherPt
KROEPEL, Thomas E (0369) MCAS
Kaneohe Bay to 2dMarDiv
KURTZ, Paul E (0369) 3dMarDiv to
MCAS CherPt
LADYJO Jr., Francis A (169) 1stMar-
Brie to MCAS Quant
LARAMIE Jr., Bernard E (0369) 3dMar-
Div to MCAS CherPt
LASKOWSKI, Joseph D (0369) MCRDp
PI to MCBC CampPen FFT
LEATH, Floyd M (6413) NAAS Edenton
NC to MCAS El Toro FFT
LEWIS, Clifford C (6741) 1stMAW to
MCB CampPen
LENNON, Frank (0369) MCAS El Toro
to 1stMarDiv
LEWIS, Kenneth E (0141) 10thSpltInCo
Shreveport LA to MCB CampPen FFT
LINSCHOTT, Stanley R (2531) 3dMarDiv
to ForTrps 29 Palms
LISTIEWSKI, Joseph (0369) MD USS
Tampa to MCB CamLej
LITTLE, William K (3537) 5th MCRD
Wash DC to MCS Quant
LOFTUS, Robert P (4131) MCAS Miami
to MB Nas Bklyn
LONG, Donald T (0211) MCSFA SFran
to 1stMarDiv
LONG, Thomas J (1379) 3dMarDiv to
MCAS El Toro
LOYD, Joseph (1833) MB NRC Camp
Elliott SDiego to 1stMarDiv
MACSISAK, Stephen A (5593) FMPac to
MCB Wash DC
MATEJKO, Alfredo (0369) 3dMarDiv
to 2dMarDiv
MANGRUM Jr., Sie (0369) 3dMarDiv to
MCB CampLej
MANN, James S (0369) MCAS El Toro
to 1stMarDiv
MANZELLA, Salvador L (6511) 2dMAW
to MAD NATTC Jay
MATEJKO, Edward J (3371) MB NPF
Indian Head MD to MCB CampPen FFT
MATOY, Earl F (2511) 2dMarDiv to
MCRDp SDiego
MATTE, Kenneth D (1379) 3dMarDiv to
1stMarDiv
MAXEY, Joseph (2111) 3dCommElect-
MaintCo Chicago to MarCorSupCen Al-
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MAYBERRY, William D (0369) MCRDp
PI to MARTC MARDT NAS Norva
MAZZOLA, Thomas G (6412) AirFMPac to
MCAS El Toro FFT
MC CAFFERTY, Alex C (0369) Air-
FMPac to 1stMarDiv
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MCAS CherPt
MC KEE, Virgil O (0369) FMPac to
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SOUND OFF

[continued from page 16]

"CHANGE OF THE GUARD"



JUST A MINUTE!

YOU'RE ON REPORT!
— YOUR POCKET
IS UNBUTTONED!

"Should Staff Sergeant Reynolds return to inactive duty on the Active Status List, her commanding officer may, at his discretion, request authority to promote her on the basis of her prior selection by an Inactive Duty Reserve Board.

"It is true that the 1956 board was unable to meet its allocations for pay grade E6 in certain highly technical fields which had a small population of eligibles. However, this did not hold true of OF 01, among others: the allocations for technical sergeant in the 01 Field was fully met."—Ed.

LOST GI BILL BENEFITS

Dear Sir:

A query is submitted because a difference of opinion has arisen among the Armed Forces recruiters in this area concerning the World War II and Korean GI Bill.

Here's the situation.

A man enlists in the Regulars in 1946 prior to the discontinuance of World War II GI Bill benefits. He serves on active duty for 19 years and six months and is then transferred to the Fleet Marine Corps Reserve in 1966. Although he was eligible for both bills, he took advantage of neither by reason of being on active duty. As I understand it, the World War II bill has been discontinued and the Korean Bill will be discontinued in 1965.

Does this mean that a career man in a category such as the example stated gets nothing out of two GI Bills other than a couple of options on buying a home, while someone who is discharged after World War II or Korea is out spending thousands of Uncle Sam's dollars on GI Bill benefits?

Has there been, is there now, or is there anything in the future "fire" to introduce some sort of legislation regarding a cash settlement for a person that is or has been eligible for GI Bill benefits but hasn't taken advantage of them by reason of being on active duty?

My thanks for your consideration of this request and may I speak for the entire recruiting service and transmit a hearty "well done" to yourself and staff for providing us with an outstanding monthly "link" to the Corps.

TSGt. Leo E. Tierney, Jr.,
Marine Corps Recruiting Office
Post Office Bldg.,
Lockport, N. Y.

(CONTINUED ON PAGE 111)

The Old Gunnery Says ...

MEN, we been talkin' a lot lately about combat leadership and the duties us NCOs have in combat units. Maybe we've overlooked the fact that a lotta us NCOs serve a good deal of our time on Unit Staffs or even on the higher General Staffs. Usually when people talk about a staff they think about staff officers, well, you know, every staff in the Marine Corps is also made up of a lotta enlisted men. We got NCOs on staff jobs who carry a lot of weight and have important functions. Many of you guys, as you go up in rank and get more time in, are going to find yourselves on staff jobs.

"Now, doing a good job as a leader and a supervisor of details is just as important when serving on a staff as it is when you are with the troops. And you all know how important to a command good staff work is; when a staff doesn't put out good simple orders or plans and when they don't reach the troops in time, or when they are complex or unreasonable then the troops are harassed. It shouldn't be this way. Everything a Commander and his staff does should be directed at accomplishing the mission first and then looking out for the welfare of the command. Everybody working on a staff, including us NCOs, should keep this in mind and do everything possible to save the

subordinate unit from confusion or needless harassment.

"To do this, often calls for a lotta hard work on the part of all members of a staff, but as someone once said, 'No battle or no outfit is better than the staff that is runnin' it.' Well, the point is: you men who get jobs on staffs gotta realize how important your work is and how important it is that you play your part on the staff team well.

"Some of you may have noticed that there isn't much written that tells enlisted men about their duties on a staff or just how they fit into the picture. Well, I'll tell you, it's about the same for us as it is for officers. We're a member of a team that's workin' for The Old Man, to carry out his decisions and orders. We all have to subordinate our own personal wishes and ideas to the Commander. The main job of all the staff is to assist the Commander in the execution of his orders and the accomplishment of that mission. Remember, there's only one guy who holds the bag and has the responsibility, that's the Commander. He's the only one who can issue orders; no one else on a staff should issue orders, except in his name.

"Good staff officers get around and visit the troops and see what's going on, then they come back and tell the Commander what they saw and make

recommendations if necessary. NCOs on a staff should keep their eyes and ears open too. When they get ideas or learn about special problems they should tell their section chief or section officer about it. I've never seen a good officer yet who isn't ready to listen to the ideas and information that his NCOs can give him. Some Commanders have NCO councils that meet regularly with the Commander just for this purpose.

"All of us that work in staff jobs have to cooperate with the units under our headquarters and with the other staff sections. Be polite over the phone. When you answer the phone, announce what office or section it is and your name. When officers come into your office and speak to you, stand up. Be military in appearance and manner all the time. When you go into an officer's office, knock first. Don't run around with a cigarette in your hand. Don't ever lean on an officer's desk or sit down unless you're told to. Be tactful in all your dealings with people on your own staff and with the subordinate units. Remember, just because you are on some headquarters staff and may have some specialty, you ain't any better than anybody else, and you've got no right to throw your weight around or to be anything less than a sharp-looking Marine. That goes for GI haircuts, shoe shines, sharp uniforms and the rest.

"Being in some staff job for a few years is no excuse for any Marine to get fat, soft or sloppy. We're all still Marines and have important jobs to do. So when any of you happen to pull a tour in some staff billet, don't relax your military standards. Be loyal to your section head and your commander, get along with the rest of the people on the staff team, work for the welfare of the snuffies in the ranks by doing good, fast, efficient jobs on every task you get.

And remember that even though you may be only a small wheel among all the big wheels on a staff, if you goof off and don't do your part of the job, the machinery slows down. When a staff begins to bog down then every one concerned begins to suffer and the jobs ain't done right, the Head Man gets unhappy, crash projects start—and all this is not good for liberty and the pursuit of happiness. So, I would say to you staff-type characters: keep on the ball, be sharp and remember your jobs are important to the success of the outfit and the efficiency with which it runs. Besides that, the Old Man is depending on you to do a job for him, and you want to keep him happy don't you? Remember that last headquarters company hike he took us on!"

END



SKY DIVER

[continued from page 85]

Students are never permitted to jump if it exceeds eight miles per hour.

While sky diving may still be in its infancy, as far as the U.S. is concerned, the technique offers some interesting possibilities for the military. Pathfinder operations, deep reconnaissance and rescue drops could be accomplished quickly and accurately. The nations already acquainted with sky diving undoubtedly have this in mind. Sky divers who are trained in guerrilla tactics could tear up rear areas and supply and communication lines. The Army, Air Force and Marine Corps have all seen Istel in action. During his last tour of active duty, in the Fall of 1956, Istel made jumps at Camp Lejeune and Quantico to demonstrate sky diving, the Russian blank gore chute and American chutes.

Sky diving can also be used to advantage by civilian rescue workers and smoke jumpers.

It is not the purpose of this article to encourage would-be sky divers to go flapping about in the wild blue with second-hand equipment. Sky diving is, at best, a serious business—or sport—which requires the best gear, and absolute concentration by the participant. No amount of concentration can soften the thud for the diver who does a one and a half out of a plane before checking his chute. He would have little consolation cashing in on the old saw, "If your chute doesn't work, bring it back for a new one."

Lew Sanborn, Istel's partner, once had a first-hand experience with a second-hand chute. It happened when one of Sanborn's students brought a used chute to class. Sanborn inspected the canopy and approved it. On the first jump, the student came down singing happy songs about the responsiveness of the chute. He then loaned it to another pupil, who was soon on his way to setting a new all-time speed record between plane and ground. His reserve chute prevented him from establishing that mark.

The team of Istel and Sanborn has been doing more than preaching sky diving since their return to the U.S. They recently formed the Parachute Corporation, or "ParCo," which is composed of three branches; public relations, equipment, and research. At present, public relations is taking up most of their time even though they took time off in March to demonstrate sky diving on television's "Wide Wide World." The equipment section will eventually develop and sell sport jump-

ing equipment. Pioneer Parachute Co. is working on the first consignment of the new chutes and sleeves.

The research branch may eventually mean a great deal to American pilots. Istel has been retained for some time by the Army Quartermaster Corps as a consultant on parachuting and he tests equipment developed by the basic parachute industry. In time, ParCo plans to bid on research contracts let by the military agencies. Istel and Sanborn have a number of patents pending on equipment and stabilization devices.

Members of the original U.S. sky diving team have formed jump clubs in their home towns. Today, there are more than 300 sportsmen jumpers, many of whom are learning to sky dive. Three major universities, Yale, Harvard and Princeton, have students who are taking up the sport in earnest. By 1960, the sky divers hope to achieve Olympic status.

The next international competition takes place in Prague, Czechoslovakia, in 1958. Try-outs for the American team will begin three months before the international competition. Any American who holds a class B international parachuting license is eligible to try out. (A class B license means that the jumper has made at least 20 jumps, 15 of which were free fall).

In February, Istel went to Paris to attend the rules conference for the 1958 contests. There were many drastic changes made in the events during the conclave. More emphasis was placed on free fall events rather than spot jumping. Event number three, which the American delegate proposed, was exceptionally radical.

The jumper leaves the aircraft at 8500 feet, in the direction of the ground arrow. He is permitted a 60-degree leeway from his heading instead of being heavily penalized for being one or two degrees off. For the first 10 seconds, he falls and stabilizes, waiting for a panel signal from the ground to tell him which maneuvers to perform. Between the 15th and 20th sec-

onds, he sets himself, then performs the maneuvers between the 20th and 40th seconds, opening his chute as he reaches the 40th second.

If he can complete his maneuvers in less than 20 seconds, he gains five points for each second not used, but loses five points per second for any over 20. His signals come from three colored panels on the ground. Between the 10th and 15th seconds, the judges will uncover either a red, yellow, or green marker. If the green marker is flashed, the jumper makes three complete figure eights. The red marker means for him to execute four turns to the left, followed by two turns to the right. Yellow signifies three turns to the left, followed by three turns to the right.

The Russians and Czechs objected violently to the event, but it later turned out that the reason for their objection was valid. The translation had not been clear and they thought the jumper might be given all three signals at once.

Sky diving is not a sport for the exhibitionist, a fact which Istel constantly points out in his lectures. "However, it does build stamina, self confidence and self control," he says. It also encourages a sense of responsibility, for reasons that are more than a little obvious.

To the hesitant, Capt. Istel offers this conviction, based upon proved statistics: *sky diving is safer than skin diving, skiing or motorcycling!*

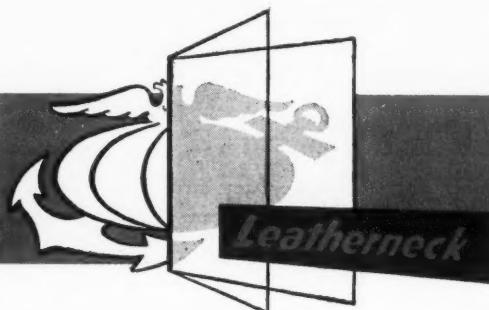
Don't push, Captain, I'm going . . .

One thousand . . . two thousand . . . three thousand . . .

END



Istel and Sanborn are the co-owners of ParCo, a company specializing in research and development



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557

NUMBER 19

[continued from page 59]

became taut. This lifted the plane like a missile from a sling. Again the plane bored into the sky leaving a nose wheel in the first barrier, two wheels and an assortment of flaps in the second.

The captain peered from between his fingers. Now his beloved ship looked somewhat reminiscent of an abandoned used car lot. His upper lip stiffened and his lower trembled.

The colonel quickly spoke. "Sir, if I have communications, I may be able to reason with . . ."

"Another message, Captain." The comm officer, visibly shaken at the mess the Marine had dared to make of his ship, stood at his best attention.

The captain tore the flimsy from the officer's hand.

"Wayne's plane waning, but game. Instruct Wayne I'll quit if he will."

The captain's eyes bulged horribly. A rope-like vein popped interestedly in and out of his forehead. "What in hell is Wayne?" he yelled. He swung around and towered over the colonel. "Is this more of your damned Marine foolishness?" he demanded. "Undoubtedly," the colonel answered slowly and coolly.

Regretfully I missed the repartee that followed as I spun down to the catwalk to get Wayne. We both climbed back up.

Wayne popped to in front of his colonel and saluted. Then he unjointed himself.

"Corporal Wayne," the colonel addressed him quietly, "your plane is holding up magnificently!"

"Magnifi . . . holding up . . . my ship . . . shreds . . . firewood . . . Get that plane down," yelled the captain.

Cpl. Wayne considered it. He turned to the comm officer. "Wayne says, 'leave it.'"

The comm officer asked, "Will that be sufficient wordage?"

I thought the captain was going to throw the corporal overboard but his Academy restraint conquered all.

"Another message, sir!"

The captain read aloud, "Don't go soft on me Wayne. Can this plane stand another barrier shot?" His eyes closed to slits. He handed the message to the colonel, who passed it to Wayne.

Wayne shrugged. "I don't know."

"Is that a message, Wayne?" inquired the comm officer.

"It most certainly is not!" thundered the captain. "It has been proved, conclusively, that a jet engine is powerful. I believe, with luck, I can make port. I respect the Marines' spirit of co-operation and trust between officers and men. I admit I have witnessed a wonderful display of airmanship. Now," his voice trembled, "get that

pilot out of that plane. Don't even dare him to make another pass!"

"Repeat 'Leave it,' sir," Wayne said.

The comm officer retreated to his radio center.

A blue Panther slashed the air with a triumphant scream of victory and rolled swiftly past the island. It climbed to altitude, then a blur ejected from the plane. It slowly, lazily, tumbled and a wisp of silk began pulling a threadlike tissue from the now perceptible figure of a pilot. The canopy of the chute popped open and a mist of talcum burst above it.

The captain reached for his handkerchief and swept his hand up to wipe his forehead. Unnoticed, he knocked his cap to the deck and stepped upon it. He turned to me.

"Orderly. That was almost extrasensory perception. Your bringing Corporal Wayne here. You are an orderly extraordinary. I'll see you get a meritorious mast."

"And you, Colonel, have a most unusual squadron." He viewed his torn flight deck ruefully.

Well, the upshot of all this is that, I, in a weak moment, went ashore with Corporal—no, Sergeant—Wayne. Seems his GMST test was commented upon by the Commandant himself. We drank a cheerful brew at the EM Club while we waited for my date to appear.

"You sure fooled me, Wayne. I'll admit you are a man of command presence. Almost good enough to be a seagoing Marine!" I conceded.

He bought a few more rounds. When the Duty NCO escorted me to the door of the club, I realized Wayne had left with my girl. I reached for my billfold and remembered with dismay, he'd borrowed ten—my last ten. I fumbled for my cap and couldn't find it. Then I remembered; he'd given it to my girl as a souvenir.

I sat on the curb outside the club and, in the misty night, removed my left shoe. There was a dollar in the toe . . . a precaution! I'd have another . . . Then I noticed the glistening shoes.

A face glared down at me . . . "I know you're a shore-patrolman," I said. "No, sir, I am not resisting. I am trying to get my shoe on! Why did I take my shoe off . . . and where's my hat? Listen, bud . . ."

So here I sit. Me, William Thaxton, Pfc, up for office hours. And there, ashore in Norfolk somewhere, is Sgt. James Wayne with my girl, my money! There is no justice in this sad world! I will go below and shine my shoes. I may not have a girl, or money, but I do have my pride, and surely the captain will recognize a man with command presence—and be kind. **END**



Leatherneck Magazine

SOUND OFF

[continued from page 106]

- The advantages of both GI Bills were available to everyone who became civilians with other than dishonorable discharges. Everyone should have realized that when he reenlisted and made the service his career, certain benefits under the GI Bills were then unavailable to him.

As it stands now, the educational provisions of the World War II GI Bill have expired for most people. Those who were in service on or before January 31, 1955, have three years from the date of their first unconditional discharge subsequent to that date within which to begin a program of training. However, educational benefits under the Korean GI Bill are available only until January 31, 1965. A person shipping over for the first time subsequent to January 31, 1955, virtually rules himself out of the educational benefits. A man ships over for four years on June 1, 1957. He must begin his training within three years from that date or before June 1, 1960. Since he may not receive GI Bill educational benefits during his service

time, he can't begin his training and is thus barred from these benefits. (One little-known way to avert this is for a man to receive a conditional or administrative discharge such as one receives when he ships over within the year prior to his actual EoE.)

So the loss of GI Bill benefits to a service careerman is one of the factors to be taken into consideration when deciding on whether or not to reenlist. But once the decision to reenlist is made, there is no point in moaning about the man who chose civilian life and availed himself of the GI Bill.

Now there are proposals being made to expand and modify the Korean GI Bill. Senator Richard Neuberger, D., Ore., for one, has introduced S 714 which would extend the Korean GI Bill benefits to those on active duty after the January 31, 1965, cutoff date and would be effective as long as the present Selective Service Law is in force. This bill would also allow up to \$500 a year in tuition payments, similar to those of the World War II GI Bill. Other bills have been introduced which merely extend the Korean GI Bill for certain varying periods of time. Remember, however, it's a long way from the introduction of a bill until its final passage, if at all.—Ed.

DECORATED DIVISION

Dear Sir:

We are having some differences of opinion as to the total Presidential Unit Citations the First Marine Division has received during World War II and Korea. One says six PUCs were awarded for Korea and three in WWII for a total of nine. I maintain that only six PUCs were awarded for action over both periods.

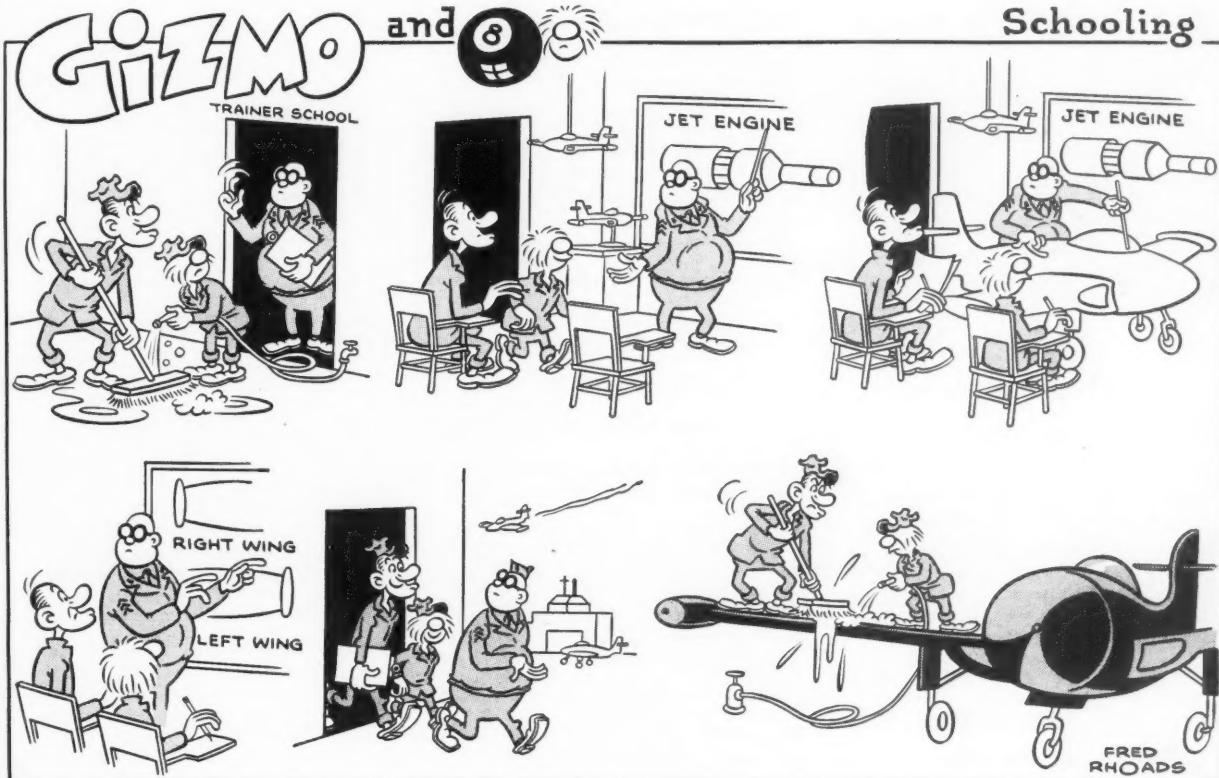
TSgt. Arthur E. Lee
Marine Corps Recruiting Office
Federal Bldg.,
Public Square and Superior Ave.,
Cleveland, Ohio

- You are right. The First Marine Division has received a total of six Presidential Unit Citations, three for service in World War II and three for actions in Korea.

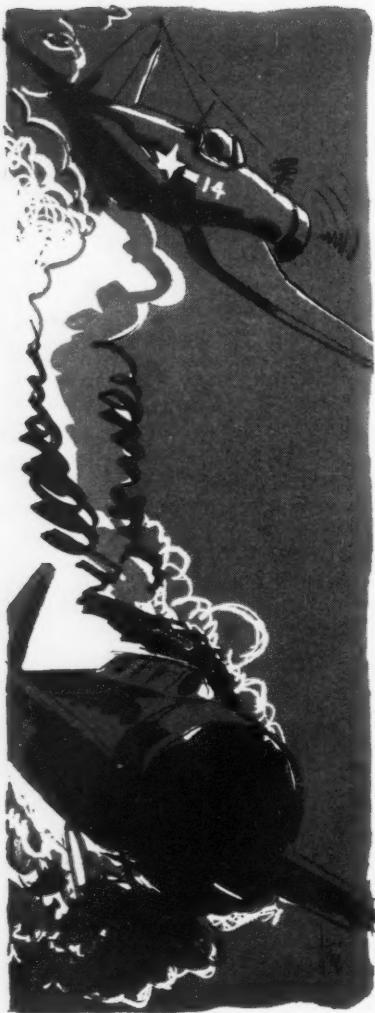
The First Marine Division people in your office will be interested to know that the Ninth Annual Reunion of the First Marine Division Association will be held this Summer in Chicago, Illinois. Dates are August 9, 10 and 11 and the Hotel Sherman will be Reunion Headquarters.

For further details write to the First Marine Division Association, P.O. Box 84, Alexandria, Virginia.—Ed.

END



Gyrene Gyngles



The Saga Of "Corsair Bill"

When the fighting's done and the battles are won,
And heroes in Heaven assemble,
To talk of war and a mighty Corps
That sets even Satan atremble.

Of noble deeds done and past glories won
With a sword to right a wrong;
A heart that beat true for a Marine in dress blue;
Of beer mugs and women and song.

The ranks will regale with a legend tale
Found on wings of gold.
His first Navy Cross was pinned on by Foss,
Another from the same mold.

His story is told by warriors bold
In pubs off Arlington's hill.
And they'll drink to his name and unerring aim
In "The Saga of Corsair Bill."

He worked on farms when they sounded those alarms,
At Pearl Harbor that sunny day.
So he dropped his fork and entrained for New York
To make those devils pay.

He was poised and calm durin' those shots in the arm,
His senses sharp and keen.
And there at P.I. where there's sand and sky
They tempered and trimmed him lean.

Like a rugged new toy they molded that boy
Into a fire spittin' Marine.
He went in a youth and, now, tooth for tooth,
He's a devildog Gyrene.

He'll guard Karachi or climb Suribachi
And recall the tavern "Tun."
He's now in condition to carry tradition
From dawn to setting sun.

He wanted to fly so he left old P.I.
And made it down to Christi.
One day at Bangor he buzzed through a hangar
With his engine full of pings.
Then a ten-second mech pulled a ten-hour check
While a General pinned on his wings.

He had a laugh for a flying Staff
And all those flight-skins to boot,
But the fates had ordained when he was finally trained
They'd make an Ace of this brute.

He transferred to the Coast when he drank a toast
To an unforgettable dame.
He slipped on a ring that made her heart sing
In tune with the words of his name.

A tear dropped from her eye as he kissed her goodbye
While she fought the heartbreak within.
He was greatly perturbed to see her disturbed
So she managed a coy little grin.

He left her his heart as the time came to depart
Like all lovers must do,
But he promised to write each lonely night
Of dreams that must come true.

As he walked away, she started to pray
To all the saints above,
That he'd never know pain but return once again

To arms aching with love.

At Guadalcanal he had a pal
With a meatball on his tail.
So Corsair Bill ducked in for a kill
But his guns decided to fail.

But 'twas the killer's last hop, Bill passed him on top
And used his arresting gear hook.
He couldn't use lead so he bashed in his head,
Man, that was one for the book!

Then just for a bruiser he picked out a cruiser
And laid his egg in the stack.
When they blew off his tail, he didn't bail
He just walked home on the flack.

Once over Rabaul, he fought like a fool,
And ran his score up to five;
But, shot full of holes, he hit the shoals,
A lot more dead than alive.

But as his buddies gazed and looked on amazed
Out crawled a human sieve.

They plugged his holes with Navy soup bowls
Through the smokescreen of his cigar,
While they painted his name on another new plane
And opened the officer's bar.

His final score was fifty or more
According to Tokyo Rose.
O, how often she lied each time he had died
And beamed it to "G. I. Joes."

But when he attacked, she'd have to retreat
And he'd push the words down her throat.
He'd scream down like an eagle with the scent of a beagle
And spit in the Emperor's moat.

With his worldly acclaim and unforgettable dame
He's a Stateside skipper now.
He's now flying wing on that beautiful thing
And rejected that New England plow.

Like an archer's arrow, he flies low, slow and narrow
In Pentagon dignity,
But his memories drift back, loggin' time in the sack.

And thoughts of buddies he knew,
Of crosses out there so lonely and bare
For those who never returned;
Of that weapon "Sam" bought, built by Chance-Vought,
That gorgeous, gull-winged thrill;
Of undying fame that gave him his name
Of "Fightin' Corsair Bill."

Frank E. Eaton
END

To fly close support for Marine riflemen

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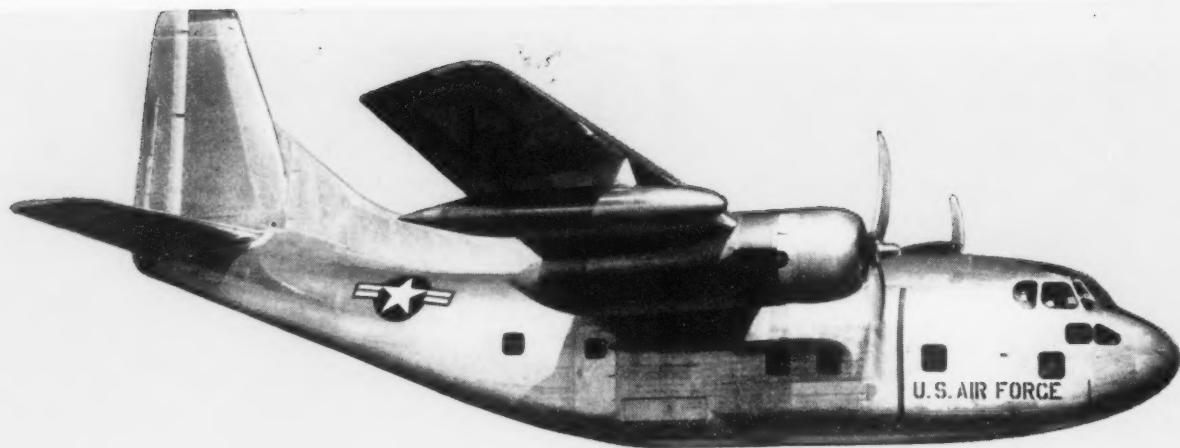
Douglas A4D Skyhawk

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